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GUIDING DOWNTOWN DEVELOPMENT



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GUIDING
DOWNTOWN
DEVELOPMENT

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GUIDING DOWNTOWN DEVELOPMENT

INTRODUCTION

This report contains a series of regulatory proposals for managing development in downtown San Francisco. The proposals affect the size, design, and location of major buildings. They also deal with the effect new development has on housing, transportation, and open space, on significant older buildings, and on the general livability of the central business district.

Planning Code regulations for the C-3 districts have not been analyzed comprehensively for some time. Most of the existing controls are based on studies completed sixteen years ago, ten years ago in the cases of height and bulk. During the past decade downtown has nearly doubled in available space. San Francisco, with a current office inventory of over 50 million square feet, is currently experiencing an unprecedented level of downtown office development with 6.8 million square feet currently under construction. The five year period 1980-1984 will see 10 million square feet of additional office space completed. In addition, over 5 million square feet of office space has been approved for construction and 8 million square feet are under review. Whether this growth is good or bad for the city or whether it should advance at current levels, be slowed, or stopped altogether, remains a controversial issue in San Francisco. To enlighten the debate, groups with differing views are supporting the preparation of a downtown EIR. The main purpose of that study is to examine the various alternative proposals for dealing with issues of downtown growth. The recommendations contained in this report will be one of the alternatives evaluated in the downtown EIR. The other alternatives will be a Chamber of Commerce proposal, a proposal developed by San Franciscans for Reasonable Growth, the provisions of the Proposition O highrise initiative, a proposal to limit office growth annually to 1.8 million square feet, and the existing Planning Code regulations.

The Department considers the recommendations in this report, based on a thorough examination of recent development and on extensive experience in applying existing controls, to represent appropriate, effective, and desirable approaches

- for creating buildings in scale and shape more suitable to San Francisco's environment;
- for meeting the housing, open space, and transportation needs created by downtown development;
- for preserving significant older buildings and their setting, and
- for providing amenities that make downtown a special place.

Like all urban change, downtown growth has some advantages and some disadvantages. The recommendations seek to maximize the

purpose of that resolution was to enable the staff to test and evaluate its proposals. Since that date an unprecedented number of projects has been presented to the Department providing the staff a unique opportunity to assess the efficacy of its proposals. In light of that experience, and in order to incorporate other work that the staff has done in preparing the Downtown Plan, the staff is presenting for analysis in the Downtown EIR a number of changes in the May 1981 edition of "Guiding Downtown Development."

The major changes are:

- o revision of the proposed height map;
- o revision of the proposed bulk controls;
- o introduction of mandatory setback on certain streets to prevent shadowing of important public spaces;
- o new rules to improve rooftop appearance;
- o changes in the C-3-R boundary to incorporate part of Kearny Street;
- o changes in the C-3-G boundary to exclude the predominantly residential portions of the Tenderloin;
- o modification of the transfer-of-development rules;
- o incorporation of recent changes in the Downtown section of the Transportation Element;
- o modification of parking controls;
- o modification of off-street loading requirements pursuant to Resolution 9286;
- o presentation of tentative ratings of buildings which are candidates for addition to the significant building list.

It is also proposed that the formula for determining the FAR of C-2 districts and other districts in the vicinity of downtown be modified in keeping with the C-3 changes. The modifications are as follows:

Other Districts

	<u>C-2</u>	<u>CM</u>	<u>Auto Sp.use</u>
Maximum FAR	4.8*	5	6

*for lot nearer to RM-4, RC-4, or C3 than any other R or C district

In order to prevent the erosion of these FAR controls, the Planned Unit Development provision in the City Planning Code (Sec. 304) should be modified to prohibit an increase in FAR in Planned Unit Developments except as otherwise allowed in the Code.

(2) Adjust Heights to Protect and Enhance Selected Locations

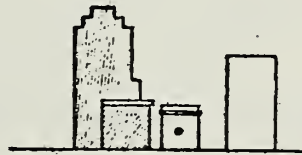
The existing allowable heights should be modified in a number of areas to achieve the following objectives:

- a. Protect the scale of development in the retail district.
- b. Insure adequate sunlight to the new Tenderloin Park, St. Mary's and Portsmouth Square; and the Chinatown Playground by lowering heights to the south of the parks.
- c. Insure adequate sunlight and spatial definition to the major plazas on Market Street and continued sunlight to the retail portion of Market Street by lowering heights on the south side of the Mid-Market Street frontage.
- d. Shift new high rise office development to selected areas south of Market Street by increasing permitted heights in these areas and lowering heights north of Market, reducing the heights stepping down northward from the area of highest height limit in keeping with the relocation and reduction in size of that area.
- e. Protect the scale of existing development along Kearny Street.
- f. Soften the visual impact of the Federal Building's block long slab form by increasing height in a small area north of the Federal Building tower to allow slightly higher development.
- g. Insure that the facades of new buildings properly frame the Mint and the Seventh Street Post Office by lowering height limits on the fronting portions of surrounding properties.

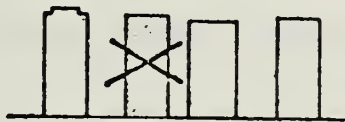
3. The overall form of the building is appropriate to the context, working with nearby buildings to produce a graceful, coherent city form.



4. The project relates harmoniously to nearby structures of historic and/or architectural merit, and, if necessary, provides transitionally scaled sub-elements, to minimize extreme differences in scale.



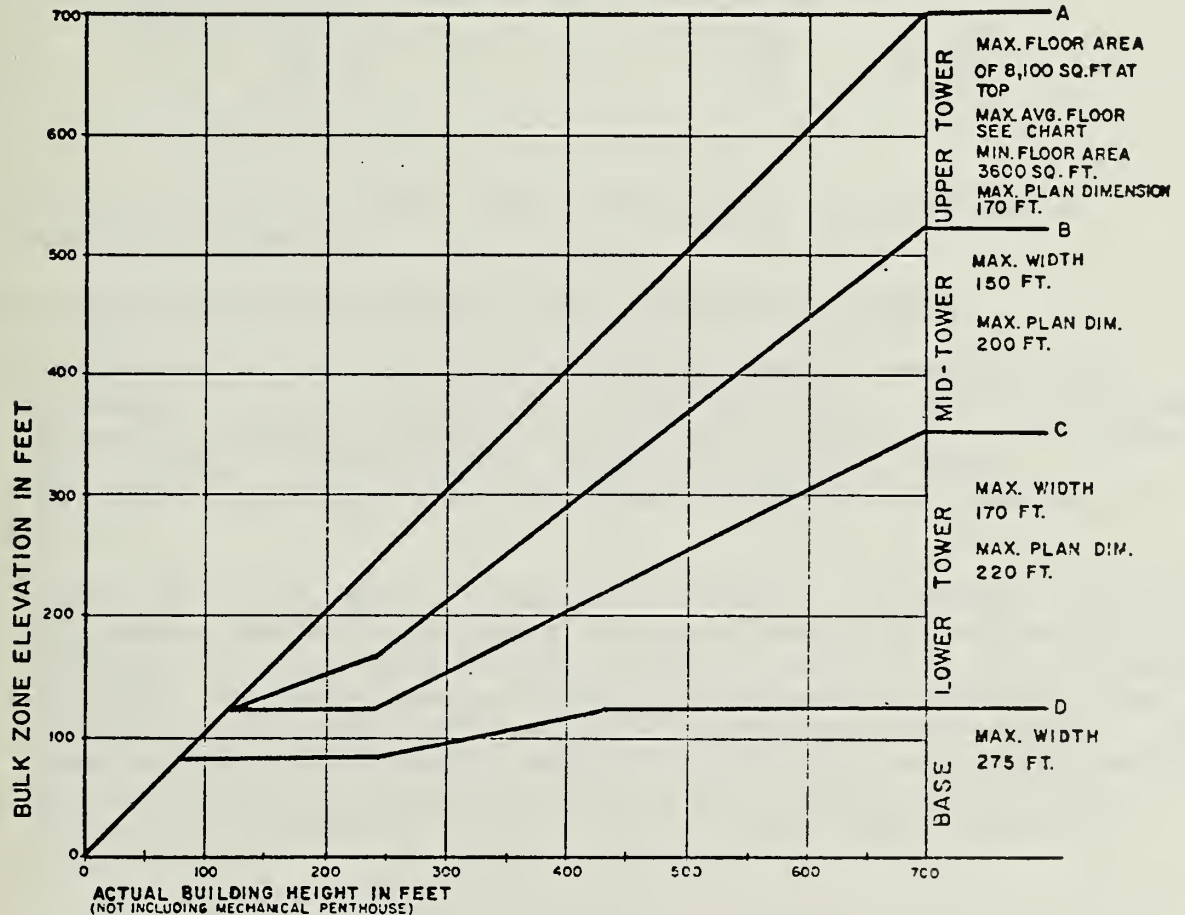
5. The increased height does not result in project being of similar height as nearby buildings or otherwise contributes to the impression of benching.



6. The increased height does not result in the shading of outdoor recreational space, publicly accessible sitting and sunning areas.

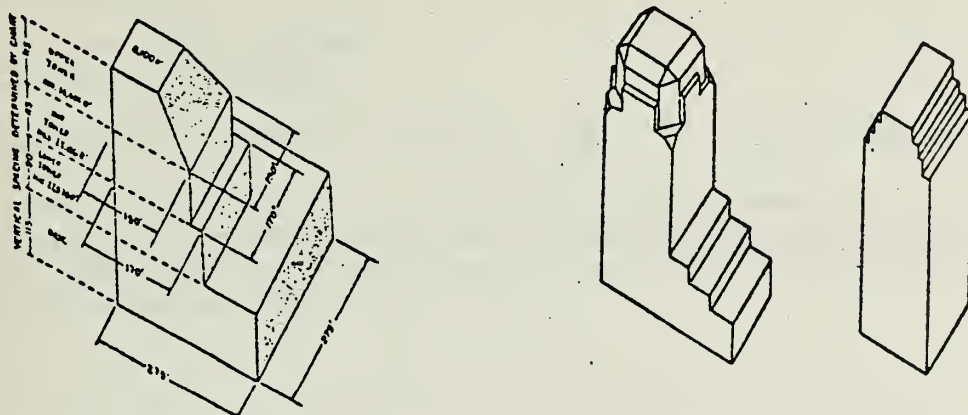
The proposed Planning Code text appears in Appendix A:
Part 4, p. A-6.

The bulk limitations are shown in the Bulk Zone chart below. Bulk limitations can be determined by locating the height of the building along the bottom of the chart and from that point drawing a vertical line intersecting the zone lines on the chart. The elevations at which the zone division lines are intersected indicate the elevations at which the progressive dimensional restraints listed on the right apply.



BULK CONTROL ZONE CHART

The following diagrams illustrate the maximum bulk envelope in a 400 foot tower under the proposed bulk controls and two examples in which the Upper Tower requirements are applied.



The proposed Planning Code text appears in Appendix A: Part 3, p. A-4.

(4) Assure Sunlight Access to Certain Public Spaces

There are certain locations in the downtown where direct sunlight is very important. They include: public parks and plazas, shopping streets in the retail district, and alleys with a high concentration of eating and drinking establishments and a high volume of lunch time pedestrian use.

Given San Francisco's temperate climate, the warmth provided by direct sunlight can make a significant difference in the physical comfort experienced in these spaces. New buildings adjacent to these spaces should be shaped to minimize the shadow that is cast by the building on the public space. By keeping the new building behind a sloping plane which varies according to orientation of the sun to the public space, direct sunlight access can be maintained during critical hours.

It is proposed that development on parcels adjacent to the streets shown on Map 3 be required to respect sunlight access angles above a certain street wall height as shown on the map. The requirements are preliminary and are being refined.

In certain other locations, where tall buildings would be desirable (such as the C-3-0 district, the Special Development Districts and in other high height districts), it is not reasonable to require all development to respect sunlight access angles. However, the massing of new buildings in these areas should take into account sunlight access criteria and respect them to the maximum extent feasible. The sunlight access criteria in these areas are as follows:

Fremont, Beale, Main, Spear, Steuart, First, Second, New
Montgomery, Third

Maximum street wall height and angle of slope are being
developed

Mission, Howard, Folsom
South side of street

Maximum street wall height 92' angle of slope 53°

Sunlight access requirements for public open spaces in the C-3
district such as Portsmouth Square, Chinatown Playground, St. Mary's
Square, and the new Tenderloin Park, are being developed and will be
published at a later date.

(7) Strengthen Urban Design Standards

All new buildings should conform to strengthened urban design policies and principles designed to achieve the following objectives:

- a. create and maintain interesting street frontages and a comfortable human scale in downtown streets;
- b. conserve the traditional street and building relationship that characterizes downtown San Francisco;
- c. insure that large new facades relate harmoniously with nearby facade patterns and do not contribute to an unpleasant streetscape;
- d. make new buildings sympathetic to the scale, form and proportions of older buildings, particularly those of outstanding quality;
- e. preserve historically and architecturally significant buildings;
- f. develop a graceful skyline in harmony with the texture of development on surrounding hills.

The policies, which appear in Appendix A, Part 5, p. A-10, would be incorporated in the Master Plan as the Downtown Urban Design section of the Urban Design Element and used in design evaluation during the project approval process.

(8) Incorporate Art Works In or Near New Buildings

Artwork should be required to be incorporated in or adjacent to the project, the amount of art to be based on its cost. It is proposed that 1% of the total construction cost of the project be required to be invested in art works. This approach has been successfully used by the Redevelopment Agency in its downtown redevelopment projects.

The artwork could be sculpture, bas-relief, mosaics, murals, paintings or tapestries.

The artworks could be located on-site in publicly accessible areas or off-site on adjacent public property. Artworks located on public property would require the approval of the Art Commission and the public agency controlling the property. Artworks to be placed on-site would be reviewed by a panel of art professionals appointed by the Director of Planning; the panel's opinion would be advisory to the developer.

The proposed Planning Code text appears in Appendix A, Part 8, p. A-23.

development would not count against allowable FAR. The allowance should apply only in the C-3-0, C-3-G, and C-3-S districts. (See Appendix B, Part 1, p. B-1.)

(3) Protect Streets and Alleys Containing Concentrated, Small Scale Services

Intimate, small scale, pedestrian oriented streets containing clusters of restaurants, shops and lounges are important attributes of the downtown. Such clusters have developed or are developing spontaneously in several downtown streets and alleys. Retention of the character of these areas is important to the continued prosperity and livability of the downtown. The streets are:

Commercial	between	Battery	and Kearny
Leidesdorff	"	Clay	" Pine
Trinity	"	Bush	" Sutter
Compton/Tillman	"	Sutter and Post	and Stockton off Grant
Maiden Lane	"	Stockton and Kearny	
Belden	"	Pine	" Bush
Front	"	California	" Sacramento
Ecker	"	Stevenson	" Mission
Annie	"	Market	" Mission
Jessie	"	New Montgomery and Fifth	
Natoma	"	Second and eastern half of block between Montgomery and 3rd Street	
Hardie Place	"	Sutter and Bush off Kearny	
Security Pacific	"	Stockton and Grant off O'Farrell	

These streets should be designated special use districts and new development made conditional on preserving the character and scale of existing development and a sunlight street frontage composed predominantly of small shops and food and beverage services. (See Appendix B, Part 1, p. B-1 for proposed Planning Code text).

(4) Revise the Boundaries of the Retail District

The boundaries of the C-3-R district should be revised to incorporate those portions of the Kearny and Belden Street frontages which continue to function as part of the retail district (See Map 4, p. 19). Other boundaries of the C-3-R district are being examined for possible modification.

C. RECREATION AND OPEN SPACE

Concern: That new development not so congest existing downtown open space and recreation space that there will be inadequate places for quiet relaxation in the open air and sunshine or for more active recreational pursuits.

Approach:

(1) Require provision of recreation and open space in proportion to building size

It is proposed that each development be required to provide recreation and open space in an amount directly proportional to the building size. The proposed ratios are as follows:

$\frac{C-3-O}{1:25^*}$

$\frac{C-3-R}{1:40}$

$\frac{C-3-G}{1:30}$

$\frac{C-3-S}{1:50}$

*1 sq.ft. of recreation and open space for each 25 gross sq.ft. of building floor area.

These ratios take into consideration the density of employees and visitors typical of development in the various C-3 zoning districts.

The required recreation and open space could be provided in a variety of ways. It could be a plaza, a through block pedestrian way, a garden park, a sun and view terrace, a cultural facility, a galleria, a recreation facility, or a combination thereof on the building site. These recreation and open spaces would be required to meet certain minimum guidelines in addition to conforming to Master Plan policies (see Appendix C, Part 3, p. C-6).

Many of the permitted kinds of recreation and open space areas could be located above the ground level. Certain features (an urban park or a cultural or recreational facility) could be located off-site in an approved location within or immediately adjacent to the same C-3 district. Under certain special conditions, the ground area of an offsite recreation and open space on privately owned property could be counted in computing the allowable FAR for the project. If it is located on public land the ground area could be counted against the recreation and open space requirements but not in computing the allowable FAR.

In small projects, where provision of an on- or off-site recreation and open space area is not feasible because the area would not be of useful size, the provision of improvements and amenities (and an agreement to maintain them) on some nearby public space which make it more functional as usable open space (e.g. small sidewalk sitting areas) would be permitted.

This approach would implement proposed new policies to be incorporated as the Downtown section of the Recreation and Open Space Element of the Master Plan (See Appendix C, Part 1, p. C-1). The proposed Planning Code text appears in Appendix C: Part 2, p. C-4).

3. The proposed building shall include a reasonable number of safe and secure bicycle and/or moped parking spaces.
4. The project sponsor shall: (i) participate with other project sponsors and/or the San Francisco Parking Authority in undertaking studies of the feasibility of constructing an intercept commuter parking facility in an approved location to meet the unmet demand for parking for work trips generated by the project which cannot reasonably be made by transit and (ii) participate with other project sponsors and/or the Municipal Railway in studies of the feasibility of the establishment of a shuttle system serving the project site and the parking facility. (Map 6 on p. D-5 of Appendix D identifies potential peripheral parking sites).

(2) Improve circulation in and around the downtown in the following ways:

- a. Require any needed new long-term (commuter) parking to be located on the periphery of the downtown (C-3 districts) and linked to downtown by transit, and new short-term (visitor, shopper) parking be immediately adjacent to, but not in, the core as defined in the Master Plan. This approach would be carried out by creating special downtown parking districts. Appendix D, Part 1, p. D-1 contains the proposed Planning Code text and a map showing the boundaries of the proposed districts.
- b. Seek the conversion of existing long-term commuter parking in the core to short-term parking to accommodate required short-term auto trips. Require publically-owned and future privately owned parking in the C-3 districts to employ a parking rate formula which encourages short-term and discourages long-term parking.
- c. Improve facilities for off-street goods delivery in new development so as not to aggravate on-street conflicts between delivery vehicles and other traffic and pedestrian movements. See Appendix D, Part 2, p. D-7.
- d. Implement a system of transit preferential streets where exclusive or semi-exclusive transit lanes are provided to facilitate the movement of public transit within the downtown. (The Downtown Transportation Plan in the Transportation Element of the Master Plan identifies a network of transit preferential streets. See Appendix H, Part 4, p. H-14.)

Specifically development of new housing (or rehabilitation of long vacant existing housing) should be required in proportion to the amount of commercial office space as a condition of approval of all projects containing more than 50,000 square feet of office space. The requirement would be 640 sq. ft. of housing for every 1,000 sq. ft. of office space based on the following assumptions:

- 1) the average gross square footage of office space per employee is 250 sq. ft.;
- 2) 40% of the employees will live in San Francisco;
- 3) the average gross square footage of residential space per person is 400 sq. ft.

To prevent the housing requirement from being satisfied with fewer very large units, an appropriate unit requirement should also be imposed. Based on an occupancy rate of 1.8 persons per unit the unit requirement would be approximately .9 units per 1,000 sq.ft. of office space. The housing could be provided as part of the office building or on another site somewhere in the city. (A separate ordinance implementing this policy is being prepared.)

The housing would be subject to whatever low and moderate income requirements apply citywide. The proposed revision of the Residence Element contains the following policy:

"Policy 3 Where Feasible, Require Inclusion of Low and Moderate Income Units in New Housing Development.

"Inclusion of low and moderate income units in new housing developments of appropriate size would be desirable, if feasible. A portion of the units in a housing development should be required to be set aside for low and moderate income units, if public subsidies are available. If subsidies are not available and the situation allows additional density to be granted (such as by permitting greater height within established height limits, or approving a reclassification or a planned unit development to achieve greater density), it may be appropriate to require that a portion of the additional units be low and/or moderate income. The number of such units should vary according to the number of additional units allowed and the specific characteristics of the project. In no case should the requirement be so great as to jeopardize overall project feasibility."

(2) Allow Downtown Buildings to be Larger if They Include Housing

In order to create an incentive for development of residential projects and/or mixed office/residential

South Van Ness

This area is well served by transit and is close to Civic Center. It already contains some housing and has a number of underdeveloped parcels. It should be rezoned as a moderately high density, predominantly residential area. R-C-3 zoning, allowing a density of approximately 105 units per acre, would be appropriate.

Van Ness

Van Ness Avenue has the potential of becoming a truly grand boulevard with mixed use predominantly residential projects, interspersed among the landmark quality auto establishments which should be retained. With careful height and set back controls a density somewhere between R-C-3 and R-C-4 might be appropriate. Because of the need for neighborhood serving retail and office space outside downtown, and the scale and accessibility of downtown, consideration should be given to zoning controls which would permit three to four stories of commercial use with residential uses above.

Mission Bay

Southern Pacific is preparing a Master Plan for its properties in this area. A mixed-use project with substantial amounts of housing is envisioned.

All these areas are or will be the subject of special studies and the recommendations for specific controls will be presented at the conclusion of those studies.

In addition, the South Beach, Rincon Point, and Yerba Buena Center redevelopment projects will add substantial amounts of housing adjacent to downtown. The identified portions of these redevelopment areas are already designated for housing in the official redevelopment plans.

- c. Many of the areas proposed for rezoning to encourage housing contain a number of viable commercial or industrial structures and businesses. The new zoning should provide that newly created non-conforming uses would be permitted to remain without termination date, and that alterations to structures would be permitted if necessary for business purposes, if the activity is compatible with residential uses. (See Appendix E, Part 2, p. E-2.)

(4) Protect Residential Uses Adjacent to the Downtown from Encroachment of Commercial Uses

The South of Market, Tenderloin and Chinatown are mixed use areas containing substantial amounts of lower cost housing,

site with the C-3 districts unless development of the site would result in the destruction or defacement of another significant building. The transfer should be allowed as a matter of right for designated landmark buildings and structures on the list of "Architecturally and/or Historically Significant Buildings" endorsed by the City Planning Commission on May 29, 1980 (See Appendix F, Part 1, p. F-1). Upon recommendation by the Landmarks Board and approval by the City Planning Commission, other appropriate buildings that are similar in architectural richness or historic significance as those buildings already identified as "significant" may be made eligible. Likely candidates for addition to the list are the buildings rated A and B by Heritage in its expanded survey. See Appendix F, p. F-9.

The amount of unused development rights which could be transferred would be the difference between the maximum base gross floor area of a new building which could be placed on the site of the preserved building (exclusive of the various FAR allowances), and the actual gross floor area of the preserved building. Unused rights could be saved for future transfer. The transfer would be conditional on the owner undertaking a program to restore its facade and/or, to seismically reinforce the building to State Historic Building Code, if needed.

The proposed Planning Code text appears in Appendix F, Part 2, p. F-14.

(2) Provide an additional development allowance to encourage retention and restoration of significant buildings

To facilitate and encourage the retention and restoration of significant downtown buildings, the City Planning Commission could exclude from FAR calculations, if the significant building is part of the development site, or approve transfer to the development site, if the significant building is on another site, an amount of floor area which the Planning Commission deems necessary to facilitate retention of the building, the renovation of the facade and significant public interiors and the seismic reinforcement of the building pursuant to the provisions of the State Historic Building Code. The amount of floor area to be excluded or transferred could be up to the full gross floor area of the space devoted to public use and up to 50% of the space devoted to private use.

The proposed Planning Code text appears in Appendix F: Part 2, p. F-14.



ARCHITECTURALLY AND/OR HISTORICALLY SIGNIFICANT BUILDINGS, DESIGNATED LANDMARKS AND DOWNTOWN CONSERVATION DISTRICTS.

APPENDICES

APPENDIX A. BUILDING SIZE, DESIGN AND APPEARANCE

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PART 7: Downtown Urban Design Policies: Proposed Master Plan Text	A-12
PART 8: Works of Art: Proposed Planning Code Text	A-23
PART 9: Requirement of Installation of Street Trees: Proposed Planning Code Text	A-23

In order to facilitate the provision of housing in the C-3 districts, floor area in excess of the basic floor area ratio listed in Table 1 shall be allowed up to the maximums listed in Table 2, for the gross square footage of residential uses included as part of a project. This additional development allowance may not be used on a site of a significant building as defined in Sec. 244.2(a).

Table 2

Maximum Additional Floor Area Ratio Allowances

For Housing In C-3 Districts

	<u>C-3-O</u>	<u>C-3-R</u>	<u>C-3-G</u>	<u>C-3-S</u>
Housing	5	3	4	2

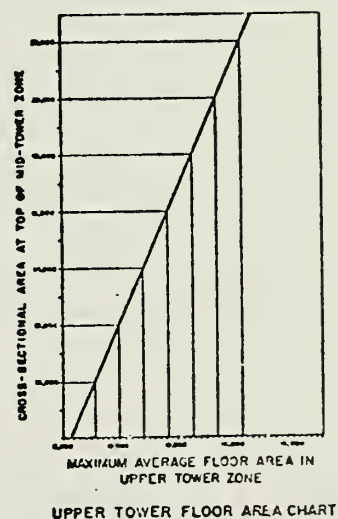
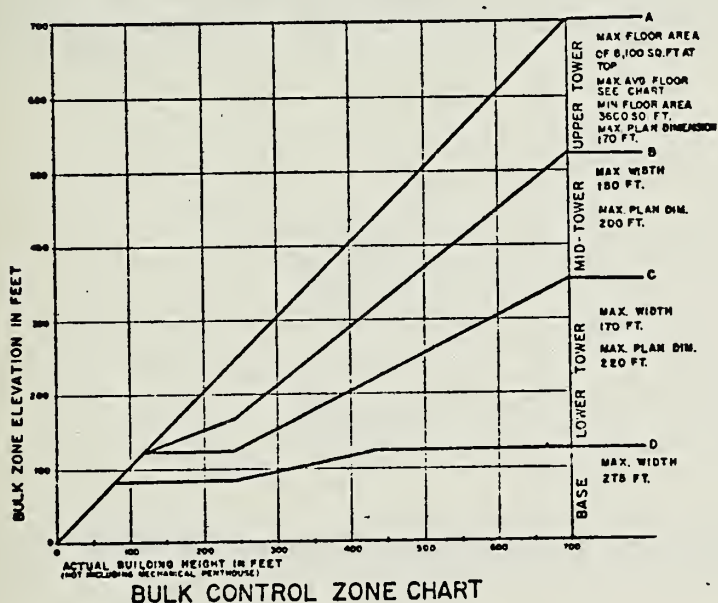
APPENDIX A: PART 3
BULK LIMITATIONS: PROPOSED
PLANNING CODE TEXT

Amend Section 270 as follows:

Delete district symbols G, H and I in Table 7.

Add subsection (c).

(c) In bulk district S the limits upon the bulk of buildings and structures shall be as specified in the following Bulk Zone Chart and Upper Tower Floor Area Chart.



Because of the smaller floor size required in the upper tower, the common area in the upper tower (i.e. the total gross square footage minus the net rentable square footage), as a percentage of total gross square footage, may be *more* than the percentage in the mid tower. When that is the case, the square footage of the common area in the upper tower which exceeds the percentage of common area in the mid tower shall not count against the allowable gross square footage.

Amend Sec. 102.8(b) as follows:

Sec. 102.8(b)

(b) gross square footage shall not include the following:

12. gross square footage excluded pursuant to Section 270.

APPENDIX A: PART 4
EXCEPTION TO HEIGHT LIMIT
FOR ROOFTOP STRUCTURE: PROPOSED
PLANNING CODE TEXT

Amend Sec. 260 by adding paragraph 3 to subsection(b)

Sec. 260 (b)

...

(3) In C-3 districts mechanical equipment, decorative roof construction, penthouse space and recreation and open space shall be exempt provided that it is within the area formed by planes sloping inward at a 50° angle from the outer edge of the roof.

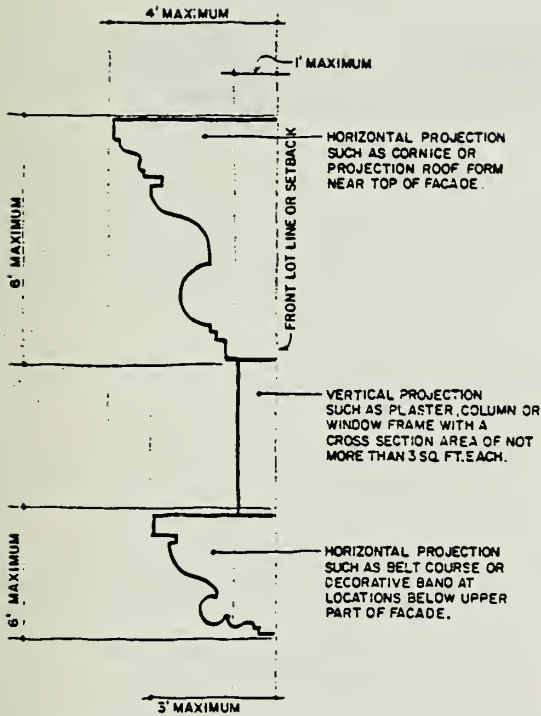
Amend Sec. 1028 by adding paragraph 11 to subsection(b) as follows:

(b)

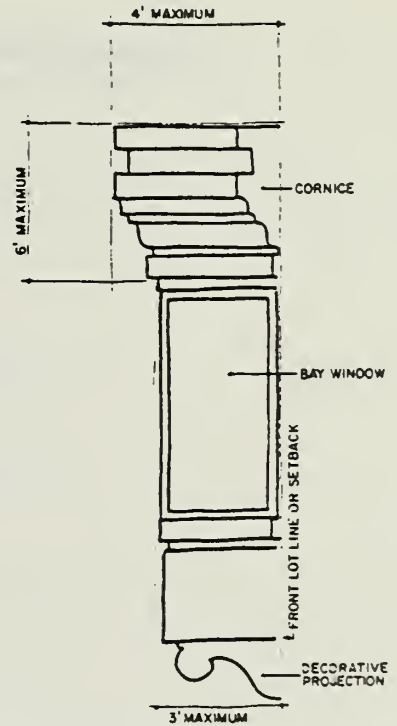
...

11. mechanical equipment, decorative roof construction, penthouse space and recreation and open space which is an exception to the height limit pursuant to Sec. 260(b) (3).

or the volume of the space enclosed by the building, and not projecting more than one foot at all other points between overhead horizontal projections over streets and alleys and into set-backs.



ARCHITECTURAL PROJECTION OR DECORATION



PROJECTING BAY WINDOW

Amend the first sentence of Section 102.8 to read as follows:

Sec. 102.8 Floor Area, Gross. The sum of the gross areas of the several floors of a building or buildings, measured to the glass line at windows and to an exterior plane excluding decorative non-structural features that do not increase the usable floor area or from the center lines of walls separating two buildings.



APPENDIX A, PART 7
DOWNTOWN URBAN DESIGN POLICIES: PROPOSED
MASTER PLAN TEXT

DOWNTOWN URBAN DESIGN POLICIES

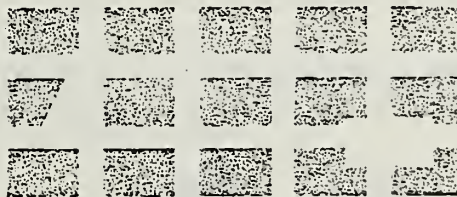
These policies expand upon a number of the policies of the Urban Design Plan, an element of the Master Plan, and more specifically apply them to the downtown. The general policies of the Urban Design Plan will continue to apply.

Policy 1: CONSERVE THE TRADITIONAL STREET AND BUILDING RELATIONSHIP THAT CHARACTERIZES DOWNTOWN SAN FRANCISCO.

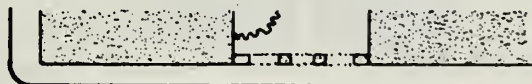
San Francisco is characterized by streets sharply defined by buildings placed at the property line with little or no space between buildings. This historical pattern of development gives San Francisco the intense urban quality that distinguishes the City from surrounding communities.



To preserve this pattern structures should generally be built to the street property line along the entire frontage to a sufficient height for proper definition of street space. Exceptions should be allowed to create open space and circulation space where desirable and appropriate. Open spaces should not be so frequent or close together that they undermine the characteristic pattern of development.



Open spaces other than plazas, such as gardens and urban parks, should be clearly defined as separate spaces to avoid weakening the definition of street space.

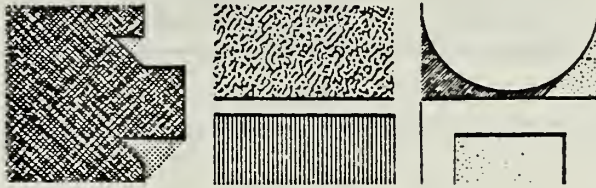


ARCHITECTURAL FEATURES

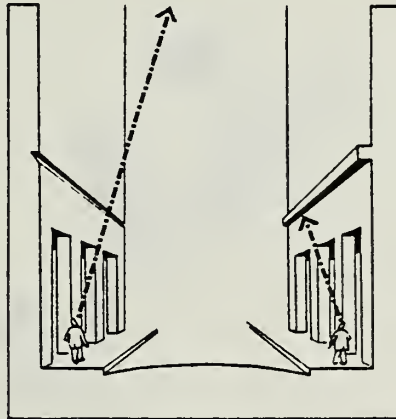
Certain architectural features help define the height of a comfortably-scaled streetspace.

The effectiveness of a belt course line in defining street space and scale depends upon the visual strength of the line.

Deep shadowlines, change in materials, texture or architectural treatment are among the many design devices used to enhance the visual importance of the belt course line.

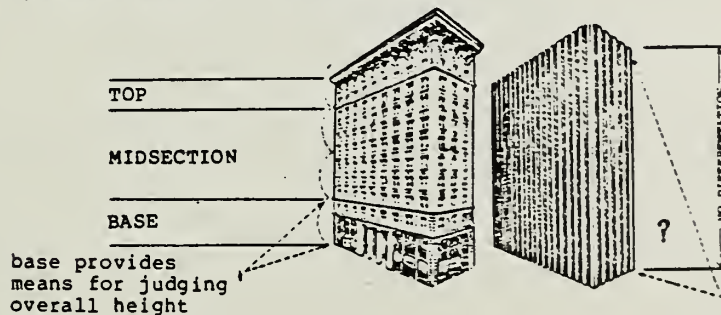


A shadowline created by a projection is effective when the viewer is close to the base of a building as well as from across the street. An inset shadow line tends to disappear when viewed near the base.



Arcades create deep shadows and are an effective scale-giving and space-defining feature; however, a smooth unbroken facade plane can minimize its effectiveness.

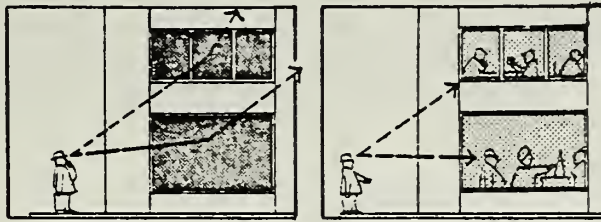
The perception of scale can be facilitated through a combination of large and small scale elements and the endless repetition of a single module avoided through use of a combination of large and small scale elements in facade patterns.



A building that provides no clue for estimating scale does not contribute any sense of scale to the space around it.

GLASS

The use of clear untinted glass on the first two or three floors of buildings permits pedestrians to glimpse the activity within, contributing to the overall sense of liveliness of the street.



Dark tinted windows create a blank impersonal street front with no sense of life or activity.

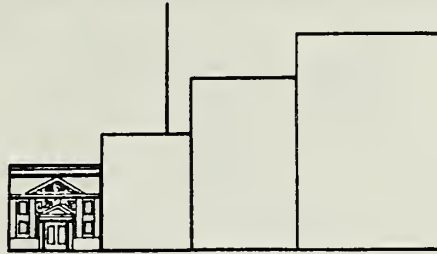
FLAGS

Colorful banners and flags inject color and life into somber streetscapes. San Francisco, once known as the City of Flags, should revitalize this tradition by providing mountings for flags in the design of major projects.



POLICY 4: IN AREAS WITH CONCENTRATION OF OLDER BUILDINGS, DESIGN NEW BUILDINGS IN A MANNER SYMPATHETIC TO THE SCALE, FORM AND PROPORTIONS OF OLDER BUILDINGS, PARTICULARLY THOSE OF OUTSTANDING QUALITY.

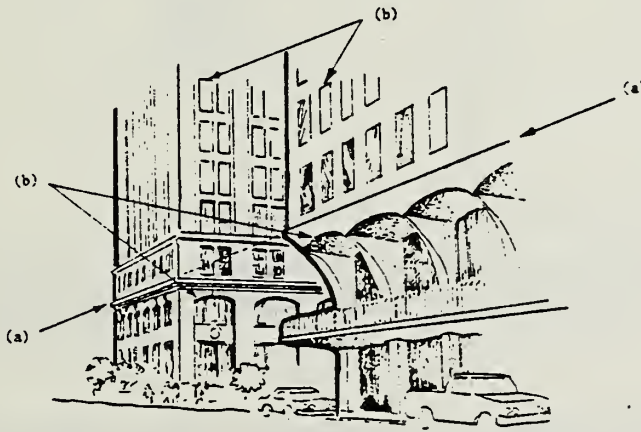
The bulk of new buildings should be articulated to create transitional scaled elements that relate harmoniously to the older building(s). Structures that are much larger should be visually divided into more agreeable scaled elements.



Use of similar proportions in windows and other features to the older structure(s), incorporation of important building lines (such as belt course and cornice lines) into the new building.

Reflection of major horizontal divisions of the facade(s) of the existing building(s), and use of similar materials and degree of detail in appropriate portions of the facade of new buildings are all techniques for achieving compatibility.

Reinforce important scale-giving building lines. (a)



Express a compatible building approach. (b)

POLICY 6: DEVELOP A GRACEFUL SKYLINE IN HARMONY WITH THE TEXTURE OF DEVELOPMENT ON SURROUNDING HILLS.

DESIGN CONCEPTS

As buildings increase in height, they should be sculptured or shaped to appear increasingly slender and delicate.

Modifying the silhouette of a building and making the more visible upper portion more slender can offset bulkiness of more moderate-sized projects.



Articulation of the mass without altering the silhouette is not as effective in reducing visual bulkiness as when the height of the parts are varied.



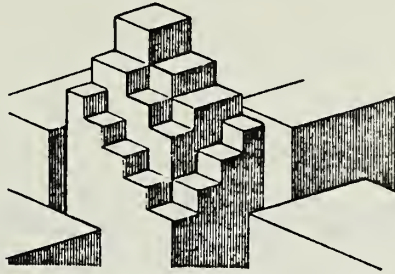
The top of new buildings of similar height to other nearby highrise towers should be shaped and detailed to disguise the similarity. The position of the building in the skyline should be considered in shaping the top.

When several highly visible towers are of similar height they can provide the effect of a ledge or benching that is at odds with San Francisco's hill forms. Major new construction should avoid lining up with existing "benches" or creating new ones.



The tops of low, as well as high, buildings should be interesting to look at from nearby towers. Where appropriate, the tower form should be sculptured to minimize shadows on popular public open spaces.

Development of tall well-composed buildings with sculptured tops can mask or soften the effect of existing box-shaped buildings on the skyline.



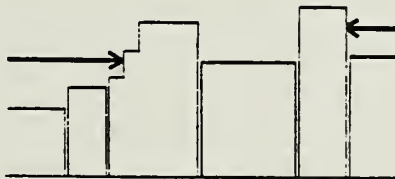
The impression of excessive building bulk in a project when viewed as part of the cityscape should be avoided by creating the effect of an aggregation of smaller parts that individually harmonize in scale with surroundings.

The intricate stepping up of buildings on San Francisco's hillsides is a dominant pattern within the City. Generally the pattern is fine-scaled, accented by scattered somewhat larger forms, and topped by towers on the most notable hills.

When a building is so large that the change of scale is excessive, the effect is displeasing and out of character with the dominant pattern.

Small scale articulations echoing the texture of San Francisco's hillside development can disguise or moderate the effects of large scale buildings.

The importance for moderating the appearance of bulk varies in direct proportion to the visibility of different sides of the building.



A bulky building surrounded and effectively screened by existing buildings is of concern only for its visual impact upon the immediate pedestrian environment.

The adverse impact of bulk can, unlike height, be mitigated through design in some circumstances.

Creating the effect of a cluster of more compatibly scaled building elements can be an effective method for reducing the apparent bulkiness of very large projects.

APPENDIX B. RETAIL SERVICES

	<u>Page</u>
PART 1: Retail Sales and Personal Services Space Requirements in New Development: Proposed Planning Code Text.	B-1
PART 2: Downtown Commercial Recreational Districts: Proposed Planning Code Text	B-2

APPENDIX B. PART 2
RETAIL SERVICES: DOWNTOWN COMMERCIAL
RECREATIONAL DISTRICTS:
PROPOSED PLANNING CODE TEXT

SECTION 242. DOWNTOWN COMMERCIAL RECREATION DISTRICTS.

Add a new Section 242 as follows:

Sec. 242. There shall be special use districts to be known as Downtown Commercial Recreation Districts, as designated in Sectional Map No. ___ of the Zoning Map. (Note: The map will include all lots fronting on the following streets and alleys:

Commercial	between	Battery	and Kearny
Leidesdorff	"	Clay	" Pine
Trinity	"	Bush	" Sutter
Compton/Tillman	"	Sutter and Post	and Stockton off Grant
Maiden Lane	"	Stockton and Kearny	
Belden	"	Pine	" Bush
Front	"	California	" Sacramento
Ecker	"	Stevenson	" Mission
Annie	"	Market	" Mission
Jessie	"	New Montgomery and Fifth	
Natoma	"	Second and eastern half of block	
		between Montgomery and 3rd Street	
Hardie Place	"	Sutter and Bush off Kearny	
Security Pacific	"	Stockton and Grant off O'Farrell.)	

Section 242.1 Objective. Intimate, small scale, pedestrian-oriented streets containing clusters of restaurants, shops and other retail uses are important attributes of the downtown. Such clusters have developed or are developing spontaneously in several streets and alleys in certain portions of the downtown. Retention of the character of these areas is important to the continued prosperity and livability of the downtown. Such areas are rare and merit conservation even though their architecture may be undistinguished. The objective in protecting such areas is not to retain existing buildings and preclude new ones but to assure that new development does not destroy the essential character of these streets.

Sec. 242.2 Requirements. Any building on a site within a Downtown Commercial Recreation District shall be permitted only upon approval by the City Planning Commission as a conditional use under Section 303 of this Code. In considering any application in these Special Use Districts, the City Planning Commission shall apply the following requirements in addition to the criteria stated in Section 303(c):

- (a) The feeling of small scale, informal development at street level shall be retained;

APPENDIX C: RECREATION AND OPEN SPACE

	<u>Page</u>
Part 1: Downtown Recreation and Open Space Policies: Proposed Master Plan Text	C-1
Part 2: Downtown Recreation and Open Space Requirements: Proposed Planning Code Text	C-3
Part 3: Guidelines for Recreation and Open Space Features: Proposed Administrative Guideline Text	C-6

Policy 3: Require usable indoor and outdoor open space, accessible to the public, as part of new downtown development.

As development intensifies, greater demands are placed on the limited downtown park space. Given fiscal constraints, the public sector cannot acquire all the additional open space required to keep pace with the increased need. New private development should be responsible for providing recreation and open spaces commensurate with the demand that the development will create for such downtown spaces.

Different kinds of spaces should be provided to assure that a variety of recreation and open space experiences are available to a diverse population. They might take the form of a galleria, a sun and view terrace, a through block pedestrian way, a landscaped garden, a plaza, a recreational or cultural facility, or even a botanical garden. The designs of these various features should consider the needs of population groups and wherever possible provide for those who desire a quiet, secluded location as well as those who enjoy crowds and activity. A food and beverage service should generally be located in or adjacent to open spaces to facilitate public use and enjoyment.

Land costs may prevent the public assembly of large parcels of land for creation of major parks on the order of Union Square and Portsmouth Square. However, development of Transamerica Redwood Park and Levi's Place park indicate the kinds of urban parks that can be developed in conjunction with private office development. Such urban parks, at well spaced intervals, should exist throughout the downtown.

The map on the following page indicates the subareas within downtown which are particularly deficient in open space and identifies opportunity sites for open space development. This map should be used as a guide to where open space development is particularly encouraged.

(Map to be added)

APPENDIX C, PART 2
RECREATION AND OPEN SPACE REQUIREMENTS:
PROPOSED PLANNING CODE TEXT

Add Sec. 102.17 as follows and renumber Sections 102.17 to 102.24 accordingly:

Sec. 102.17 Required recreation and open space Any useable recreation and open space area provided in order to meet the requirements of this code.

Add a new Section 146 as follows:

Section 146. Useable recreation and open space shall be provided in the case of a new building or addition of floor area equal to 20% or more of an existing building in C-3 districts in the amount and in accordance with the standards set forth in this Section.

146.1 Character of space provided. Useable recreation and open space shall be composed of an indoor or outdoor area or areas designed to provide a wide variety of recreational and open space opportunities for workers and visitors in the C-3 districts. Such areas may include sidewalk arcades, through block pedestrian ways, plazas, galleries, garden parks, view and sun terraces, urban parks, cultural facilities and recreation facilities. Such area or areas shall be on the same site as the building or may, with the approval of the City Planning Commission, be located off-site on public or private property in a location within the same zoning district or within 500 feet of said zoning district.

If the City Planning Commission determines that the amount of required recreation and open space is not sufficient to provide a useful recreation and open space area the Commission may allow, in satisfaction of the recreation and open space requirement, the provision of improvements, and an agreement to maintain them, on a nearby public property which improvements will make said property useful as public recreation and open space.

146.2 Amount required. Useable recreation and open space shall be provided for each building in the amounts specified in the following table for the district in which the building is located:

<u>Minimum Useable Recreation & Open Space</u>	
Ratio of Square Feet of Useable Open Space for Each Square foot of Gross Square Area of New Building or Addition	
<u>District</u>	
C-3-O	1:25
C-3-R	1:40

assure the appropriate functioning and appearance of the various kinds of recreation and open space areas which can be provided in satisfaction of the requirements of this section.

146.6 Calculation of Floor Area Ratio. The ground area of a recreation and open space area located on a site non-contiguous to the site of the development giving rise to the recreation and open space requirement may, if located on private property, be counted in computing the allowable floor area for the project provided that:

1. the recreation and open space area and the development site are in the same zoning district;
2. the recreation and open space area is consistent with a downtown open space plan adopted as part of the Master Plan;
3. the City Planning Commission finds that the recreation and open space area represents a major and critically needed open space;
4. the floor area ratio of the project will not exceed the maximum floor area ratio with all allowances as set forth in Section 125(a).

146.7 Required documentation. The provisions of Sec. 127 regarding documentation shall apply to floor area transfers under this section.

5. Expands the range of potential public uses of the feature.

6. Facilitates a linkage with another open space feature improving the overall attractiveness of both features.

A high degree of design and execution is required for all features. The guidelines should not be regarded in a mechanical sense as defining an adequate level of design. Poor designs, even if they appear to meet each and every guideline, may not be acceptable. Obtaining the services of a good architect and landscape architect can avoid many problems.

The selection of features should be appropriate in the location. Existing amenities in the blocks around the project should be considered. Diversity is desirable.

The criteria refer to the installation of artwork in many of the features. These may be paid for out of the project budget for artwork required by Sec. 147. (Note: See Appendix A, Part 8, p. A-23.)

- COMMERCIAL:** Lively retail and food and beverage service should front wherever possible along arcades. Sidewalk restaurant service is encouraged where wind conditions permit.
- DESIGN:** Arcades should be made visually interesting places for pedestrians to use by: (1) Using two or more of the following materials: granite, marble, brick, glazed tile, and terrazzo, create interesting patterns in the floor of the arcade; (2) incorporating significant three-dimensional design features such as vaulting and coffering or a ceiling mural or mosaic into the design of the ceiling.
- LIGHTING:** Arcade lighting should be designed to highlight and dramatize the architectural and other special features worked into the design.
- ARTWORK:** Sculpture, bas-reliefs, murals or other art of a permanent nature should be included in the design of the arcade.

LANDSCAPING: Two square feet of landscaping should be provided for each 1 foot of pedestrian way length. Landscaping may be concentrated at intervals and must receive natural illumination. Where landscaping is difficult to integrate it may be substituted by exceptional interior design treatment, including dramatic lighting, the creation of a rich sequence of interesting and contrasting spaces, and the incorporation of artwork into the design.

HEIGHT: The height of the pedestrian way should average 18 feet. Pedestrian bridges of not more than 8 feet in width are permitted to cross the pedestrian way provided they are at least 20 feet from another bridge or parallel obstruction. Such bridges need not be computed in the average height.

DESIGN: Design the pedestrian way to offer the user an interesting sequence of architectural spaces and/or environments.

- ACCESS:** Direct public access from street should be provided; an interior plaza should have access from at least two streets.
- VISIBILITY:** Hidden areas should be avoided.
- SEATING:** Seating space (at least one space for every 10 linear feet of the perimeter) should be provided in sunny locations along the periphery of the area. At least one half of the required seating should be bench type seating.
- SUNLIGHT:** Between the spring and autumn equinox at least 40% of the useable surface should receive sunlight from 11 a.m. to 2 p.m.
- WIND:** The plaza should be located where it will be sheltered from uncomfortable wind levels.
- COMMERCIAL:** The maximum practical amount of ground floor space fronting upon the plaza should be devoted to uses such as retail shops, restaurants and bars that will contribute to the vitality and use of the plaza.
- LIGHTING:** The plaza should be lighted by illuminating the facades framing the plaza and important features within the plaza.
- DESIGN:** The plaza should be distinctive and provide the public with a variety of ways to enjoy the plaza. A strong three dimensional sense of space should be created through defining architecture, free standing architectural elements, sculpture, pavement contour and landscaping.

SEATING:

Occasional benches or other seating where visitors may stop to rest and enjoy the space should be provided.

DESIGN:

The interior side walls of the galleria should be given the character of an "exterior street facade", not necessarily similar to that of the enclosing building. Downlighting from skylights should be used to highlight and accent facade features for a rich visual effect, and provision for the display of seasonal banners, flags, tapestries, or other special decoration should be considered.

6. VIEW AND SUN TERRACE

- PURPOSE:** View and sun terraces provide sunny wind-sheltered areas on the upper levels of a building for public enjoyment of city views and open air.
- MINIMUM SIZE:** 800 square feet.
- LOCATION AND ACCESS:** The view and sun terrace should open directly onto a public corridor and be available to the public during operating hours.
- AVAILABILITY:** The terrace should be open to the public from 10 A.M. to 4 P.M. five days a week excepting holidays.
- VISIBILITY AND SIGNING:** The terrace should be visible through glass doors and/or windows from the public corridor, and adequately signed in hallways and elevators for easy location.
- SERVICE:** A beverage and light food service with full time attendant should be located adjacent to the terrace. Up to 200 square feet of required open space may be credited toward such a facility. The requirements for a full time attendant does not apply to projects less than 100,000 gross square feet, and where more than one view and sun terrace is provided the requirement may be waived for one half of the areas.
- SEATING:** Not less than one seating place should be provided for every 20 square feet of floor area; at least one-half the seating must be movable. Not less than one table should be provided for every 10 seating places.
- SUNLIGHT:** The view and sun terrace should receive sunlight on not less than 2/3 of its surface for 3 hours a day including the noon lunch hour of from 12 to 1 between the spring and fall equinox.
- WIND:** The terrace should be protected from the prevailing wind pattern. Partial glass enclosure may be utilized where necessary for wind protection.
- SUNSHADE:** Optional shade such as trellises, awnings, umbrellas, or other shading device should be available to at least 1/3 of required seating.
- ENCLOSURE:** A portion of the area may be designed to be fully enclosed at times to provide a service area during cold and inclement weather.

7. URBAN PARK

- PURPOSE:** An urban park provides a park-like gathering place in the downtown.
- MINIMUM SIZE:** 4,000 square feet
- LOCATION:** All locations are subject to the approval of the Department of City Planning. The park should be located at least 400 feet from a similar feature and should generally be at street level.
- ACCESS:** Direct access should be provided from one or more streets with a street frontage of not less than 30 feet and not more than 65 feet. Access from adjacent properties is encouraged.
- VISIBILITY:** The interior of the park should be visible from entrances. Where other security or surveillance is provided complete visibility from the entrance may be waived.
- SEATING:** One seating space for every 40 square feet of park area should be provided. A minimum of 40 percent of the seating should be movable; the remainder may be fixed seating including ledges suitable for sitting.
- SUNLIGHT:** The park should receive direct sunlight on at least 75 percent of the surface area from 10 A.M. to 3 P.M. between the spring and fall equinox.
- WIND:** The park should be located or screened to avoid uncomfortable wind levels within.
- ENCLOSURE:** The street space where the park abuts a street at or below grade should be architecturally defined, clearly distinguishing the park as a separate entity. Security gates for closing off the park, if provided, should be designed as either an intergral part of the overall design scheme or to be completely concealed when not in use.
- FOOD AND BEVERAGE SERVICE:** A food and beverage service should be located either within or adjacent to the park for the convenience of the public and to enhance the use and enjoyment of the park.

8. CULTURAL FACILITY

- PURPOSE:** The provision of appropriate space for theaters and art galleries improves access to the arts for downtown workers; museums, conservatories and libraries contribute to the cultural diversity of downtown.
- MINIMUM SIZE:** The size of the facility should be large enough for it to be self-supporting where operational subsidies are not provided and appropriate to the nature of the proposed use.
- LOCATION:** The facility should be located in highly visible busy locations.
- PROGRAM:** A program for the use of the facility for the first year should be prepared and evidence of the operator's ability to sustain a program provided. The developer, at his discretion, may work with any public agency or commission, foundation, fine arts organization or fine arts professional in evolving a program, designing an appropriate facility for the program, and selecting a group or individual to operate the program. The developer should demonstrate a commitment for the long term active use of the facility, although the tenancy of any individual or group that fails to mount a successful program as demonstrated by attendance or otherwise fails to meet contractual obligations may be terminated and the nature of the cultural program changed.
- OPERATING HOURS:** Operating hours should be appropriate to the nature of the activity; e.g. art galleries, small museums, libraries normally are generally open from 9 a.m. to 6 p.m.; performance oriented activities usually start in the afternoon and may continue until 11 p.m.
- PRICES/ FEES:** Space should be made available rent free to the operator. Art gallery operators are expected to pass on the advantages of free space by reductions in sales fee to the mutual advantage to the artist and purchaser. Similarly, theaters would be expected to lower ticket prices in general or provide free tickets to students, elderly, and other disadvantaged.
- SIGNING:** Signing should be provided in a prominent location with space for announcing special events.

DESIGN:

A sense of enclosure should be created and observation areas should be designed to avoid an empty look when not being used. Wherever possible seating should be located where it will receive sunlight. Where the facility abuts the street at grade street space should be defined with appropriately scaled features.

APPENDIX D: TRANSPORTATION & CIRCULATION

	<u>Page</u>
Part 1: Downtown Parking Districts: Proposed Planning Code Text and Maps	D-1
Part 2: Requirements for Off-Street Loading and Service Vehicles; Controls on Access from Transit Preferential Streets and the Primary Pedestrian Network: Proposed Planning Code Text and Maps	D-6

- (f) No new parking buildings or structures, including automobile storage garages, either public or private, or major (non-accessory) automobile parking garages, shall be permitted.
- (g) No new automobile service stations or automobile washing facilities, as described in Sec. 223 of this Code, shall be permitted.
- (h) No new fleet or pool facilities shall be permitted except by conversion of existing long-term non-pool parking facilities.
- (i) No new storage garage or yard for commercial vehicles or trucks shall be permitted.
- (j) No existing use as specifically prohibited by this Section as a new use shall be permitted to expand in any manner which would increase the intensity or volume of activity of said use, except that existing long-term parking may, and shall be encouraged to, be converted to short-term parking use.

SEC. 245.3. DOWNTOWN PARKING DISTRICT NO. 2. The purpose of this district is to provide for the establishment of short term parking facilities at locations peripheral to Special Parking Use District No. 1 to accommodate shopping and business trips to the downtown area as set forth in the transportation element of the Master Plan regarding parking. The following provisions shall apply within Downtown Parking District No. 2:

- (a) Off-street parking shall be permitted for any dwelling unit where such parking is a requirement specified in this Code.
- (b) Accessory parking as described in Sec. 204.5(c) of this Code, shall be permitted, only to the extent it is intended to be available for short-term use.
- (c) No proposed use shall include an establishment of the "drive-in" type, serving customers waiting in parked motor vehicles.

- (a) Off-street parking, as specified in this Code, shall be permitted for any principal, accessory or conditional use in the C-M, M-1, M-2 for P district, except parking lot.
- (b) Any proposed permanent or temporary parking lot shall be permitted only upon approval by the City Planning Commission as a conditional use under Sec. 303 of this Code, except that a parking lot shall be permitted as a principal use if located within those areas designated in the Master Plan as appropriate for long-term parking.

APPENDIX D: PART 2
 REQUIREMENTS FOR OFF-STREET
 LOADING & SERVICE VEHICLES;
 CONTROLS ON ACCESS FROM TRANSIT PREFERENTIAL
 STREETS AND THE PRIMARY PEDESTRIAN NETWORK:
 PROPOSED PLANNING CODE TEXT AND MAPS

Amend Section 152, 153, 154 and 155 to read as follows:

Section 152. Schedule of Required Off-Street Freight Loading and Service Vehicle Spaces.

Table 5

Off-Street Freight Loading and Service Vehicle Spaces Required

<u>Use or Activity</u>	<u>Gross Floor Area of Structure or Use (sq. ft.)</u>	<u>Number of Off-Street Spaces Required</u>
Offices & Banks	-	.1 space per 10,000 sq. ft. of gross floor area (to the closest whole number as provided in Section 153 of this Code)
Restaurants, Bars & Drug Stores	0 - 6,000	1.7 spaces per 10,000 sq.ft. of gross floor area (to the closest whole number as provided in Section 153 of this Code)
Retail Stores, Wholesaling, Manufacturing & All Other Uses	0 - 10,000	0
Primarily Engaged in Handling Goods	10,001 - 50,000	1
	Over 50,000	.21 spaces per 10,000 sq. ft. (to the closest whole number) as provided in Section 153 of this Code)
Hotels, Apartments & All Other Uses	0 - 100,000	0
Not Included Above	100,001 - 200,000	1
	200,001 - 500,000	2
	Over 500,000	3, plus 1 space for each additional 400,000 sq.ft.

2. Whenever off-street freight loading and service vehicle spaces are open to, or immediately and independently accessible from a public street or alley, the maximum allowable width for any single curb cut shall be 24 feet; for a combination of curb cuts along any single street frontage the maximum allowable width shall be 36 feet with no less than 20 feet between any two driveways.

Section 155. General Standards as to Location and Arrangement of Off-Street Parking, and Freight Loading, and Service Vehicle Facilities.

(c) Every off-street parking, or freight loading and service vehicle space shall have adequate means of ingress from and egress to a street or alley. Every required off-street parking or loading space shall be independently accessible, with the exception of a parking space for a minor second dwelling unit in an RH-1(s) district. Access to off-street parking, freight loading and service vehicle spaces shall be from non-pedestrian streets and alleys and minor streets in preference to transit preferential streets, or major arterial streets as identified in the Transportation Element of the Master Plan. Adequate reservoir space shall be provided on private property for entrance of vehicles to off-street parking and loading spaces.

(d) Whenever in a C-3 district two or more freight loading and service vehicle spaces are provided and access to such spaces can only be provided on the frontage of a public right of way which is part of the primary pedestrian network* or by crossing a transit lane of a transit preferential street** (said public rights of way and transit preferential streets identified in the Master Plan); or whenever in any district four or more freight loading and service vehicle spaces are provided, the following rule shall apply: All freight loading and service vehicle spaces shall be completely enclosed within the building and access from a public street or alley shall be provided by means of a private service driveway, which is totally contained within the structure and the lot lines of the subject private property. Such a private service driveway must include adequate space to maneuver trucks and service vehicles into and out of all provided spaces, and shall be designed so as to facilitate access to the subject property while minimizing interference with street and sidewalk circulation. Any such private service driveway shall be of adequate width to accommodate drive-in movement from the adjacent curb or inside traffic lane by a truck of not less than forty feet in length, and shall in no case exceed 24 feet.

(e) The combined total width of freight loading ingress and egress, and of off-street parking ingress and egress, shall in no case exceed 33 percent of any single street frontage in one development.

APPENDIX E: HOUSING

- PART 1: Nonconforming uses in new residential districts:
Proposed Planning Code text E-1
- PART 2: Modified open space requirements, FAR calculations and rear yard requirements for high density residential uses: Proposed Planning Code text E-2

APPENDIX E, PART 2

- MODIFIED OPEN SPACE REQUIREMENTS, FAR CALCULATIONS AND
REAR YARD REQUIREMENTS FOR HIGH DENSITY RESIDENTIAL
USES: PROPOSED PLANNING CODE TEXT

Amend Sec. 135 to read as follows:

Section 135(f) Provide usable open space: additional standards

4. In RM-4, RC-4, C-3, C-M. M-1 and M-2 districts, the area of a totally or partially enclosed solarium may be credited as private usable open space if such area is exposed to the sun through openings or clear glazing or not less than 50 percent of its perimeter and 30 percent of its overhead area and not less than 25 percent of its perimeter is open or can be opened to the air.

Amend Sec. 102.8(a) (2) by adding the words "except as provided in Section 102.8(b) (10)" and adding a new Section 102.8(10) as follows:

(b) Gross floor area shall not include the following:

...

- (10) In a structure in excess of four floors in a C-3 district which contains residential uses in the upper floors and non-residential uses in the lower floors, floor space on the lower non-residential floors which is devoted solely to elevator shafts and other life support systems serving exclusively the residential uses on the upper floors.

Amend Sec. 124 to add the following:

- (d) Reduction of requirements in C-3 districts.

In C-3 districts the City Planning Commission may approve as a conditional use, a structure which does not meet the rear yard requirements of this section provided reasonable setbacks from the property line are maintained to provide adequate light and air to windows within the residential units.

APPENDIX F: RETENTION OF SIGNIFICANT BUILDINGS

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BLOCK	LOT	NAME	ADDRESS	HERITAGE	DCP
				SURVEY RATING	SURVEY RATING
260	15	Merchants Exchange Bldg.	465 California St.	A	2/4
260	16	Insurance Exchange Bldg.	433 California St.	A	3/5
261	1	Robert Dollar Bldg.	301 California St.	B	-
261	7	American International	200 Sansome St.	B	-
261	10A	J. Harold Dollar Bldg.	341 California St.	B	-
266	6	Postal Telegraph	22 Battery St.	A	-
266	8	Levi-Strauss Co. Bldg.	98 Battery St.	B	-
267	1	Donohoe Bldg.	99 Battery St.	B	-
267	4	Shell Bldg.	100 Bush St.	A	5/5
267	9	Heineman Bldg. (Liberty Mutual)	130 Bush St.	A	4/5
267	10	Adam Grant Bldg.	114 Sansome St.	A	-
268	1	Stock Exchange	301 Pine St.	A	3/5
268	1A	Stock Exchange	155 Sansome St.	A	3/4
268	2	Old Std. Oil (Cal. Fed. Savings)	200 Bush St.	A	2/3
268	16	Old Chamber of Commerce	333 Pine St.	B	-
269	1	Russ Bldg.	235 Montgomery St.	A	4/4
269	3	Western Title Insurance Co.	350 Bush St.	A	3/3
269	9	Harrigan-Weidenmuller	344 Kearny St.	B	-
269	10		346 Kearny St.	B	-
269	12		362 Kearny St.	B	-
270	2	MacDonough Bldg.	333 Kearny St.	B	-
270	9C	Old Firehouse	466 Bush St.	A	3/4
283	4A	YWCA	620 Sutter St.	B	-
283	22	Metropolitan Club (Women's Athletic Club)	640 Sutter St.	A	2/3
284	1	Family Club	545 Powell St.	A	-
284	2	Dekine Res. (Harcourt's)	535 Powell St.	A	-
284	4	Physician's Bldg.	500 Sutter St.	A	-
284	7	7th Church of Christ Scientist	532 Sutter St.	B	-
284	8	(John Simmon's)	540 Sutter St.	B	-
284	10	Hotel Regent	562 Sutter St.	B	-
284	12	(Walton-Gilbert)	602 Mason St.	B	-
285	6	Medical-Dental Of. Bldg.	450 Sutter St.	A	5/5
285	9	Academy of Art College	540 Powell St.	B	3/3
285	10	Chesterfield Apts.	560 Powell St.	B	2/3
286	2	Home Telephone Co. Bldg.	333 Grant Ave.	A	5/5
286	4	Abrahamson Bldg.	311 Grant Ave.	A	3/3
286	5	Grant Avenue Bldg.	301 Grant Ave.	A	-
286	6	(Caravansary)	310 Sutter St.	B	-
286	7	(Michael's)	312 Sutter St.	B	-
287	1	Schmidt Bldg. (Charleston Bldg.)	251 Kearny St.	B	-
287	8	(Florsheim)	201 Kearny St.	B	-
287	9	Rose Bldg. (Sloan's)	216 Sutter St.	A	-
287	10	Sutter Bldg.	250 Sutter St.	A	3/4
287	11	Sather Bldg.	256 Sutter St.	B	-
287	12	Bemiss Bldg.	266 Sutter St.	A	3/4

BLOCK	LOT	NAME	ADDRESS	HERITAGE	DCP
				SURVEY RATING	SURVEY RATING
296	9	Elks Club	450 Post St.	A	-
296	10	Medico-Dental Bldg.	490 Post St.	B	-
296	12B	Francisca Club	595 Sutter St.	B	-
297	1	Marines Memorial	609 Sutter St.	B	-
297	5	Olympic Club	524 Post St.	A	3/4
297	7	Bohemian Club	624 Taylor St.	A	-
297	14	Academy of Arts	627 Sutter St.	B	3/4
306	2	Water Dept. Bldg.	425 Mason St.	B	-
306	7A	Geary Bldg.	450 Geary St.	B	-
306	7B	(ACT Studios)	458 Geary St.	B	-
306	20	(Press Club)	555 Post St.	B	-
307	1	St. Francis Hotel (Older bldg. only)	335 Powell St.	A	4/5
307	8	Native Sons Bldg.	414 Mason St.	A	3/4
307	9	1st Congregational Church	491 Post St.	A	3/4
308	1	Union Square Garage	333 Post St.	B	-
309	1	Brooks Bros. Bldg.	209 Post St.	A	2/3
309	4	Marion Bldg.	108 Geary St.	B	-
309	5	E. Simon Bldg.	120 Geary St.	B	-
309	6	Sach's Bldg.	132 Geary St.	B	2/3
309	10	Whittell Bldg.	166 Geary St.	A	2/3
309	13	(Today's)	216 Stockton St.	B	-
309	14	A.M. Robertson Bldg.	218 Stockton St.	B	-
309	23	Old Ransohoff's (The Limited)	259 Post St.	B	-
309	27	S. Christian of Copenhagen	225 Post St.	B	3/4
310	2	Roullier Bldg.	49 Kearny St.	B	-
310	3	Oscar Luming Bldg. (Brooks Cam.)	45 Kearny St.	B	-
310	4	Baldwin Bldg.	25 Kearny St.	B	3/4
310	6	(Fidelity Svgs.)	2 Geary St.	B	-
310	5	Schmidt Bldg.	10 Geary St.	B	-
310	8	Rosenstock	28 Geary St.	B	-
310	19	(Old) Liebes Bldg.	175 Post St.	B	-
310	20	Rothchild Bldg.	165 Post St.	-	3/3
310	22	O'Connor-Moffat Bldg.	117 Post St.	B	-
311	5	(See's Candy)	660 Market St.	B	-
311	8	Maskey Bldg.	46 Kearny St.	B	3/3
311	10	(Old) Bullock & Jones	60 Kearny St.	B	-
311	13	Mechanics Institute	57 Post St.	A	3/3
312	6	Wells Fargo Bank (Union Trust Co.)	744 Market St.	A	5/5
312	8	(Old) I. Magnin	50 Grant Ave.	B	-
312	9	Bankers Investment Bldg.	722 Market St.	B	2/3
312	10	Citizens Savings	704 Market St.	A	5/5
313	3	Eleanor Green Bldg.	55 Grant Ave.	B	-
313	7	Zobel	17 Grant Ave.	B	3/3

BLOCK	LOT	NAME	ADDRESS	HERITAGE SURVEY RATING	DCP SURVEY RATING
350	4	Anglo-Calif. Trust (Crocker Bank)	1072 Market St.	B	3/4
351	1	Hotel Shaw	1112 Market St.	B	2/4
351	32	Cokebury Book Store	83 McAllister St.	-	2/4
351	37	# 1 UN Plaza Bldg.	1 United Nations Plaza	B	3/4
834	4	Masonic Temple	25 Van Ness Ave.	-	4/5
834	5	International Center	50 Oak St.	-	3/4
3506	2	Coca Cola Plant	1500 Mission St.	-	2/3
3508	1	Merchanidise Mart	1355 Market St.	-	2/3
3702	1	IOOF Hall	26 - 7th St.	A	2/3
3702	47	Embassy Theater	1125 Market St.	B	-
3703	59	Grant Bldg.	1095 Market St.	A	-
3703	61	Federal Hotel	1083 Market St.	B	-
3703	63	Egyptian Theater	1069 Market St.	B	-
3703	65	EDE Bldg.	1059 Market St.	A	-
3703	76	Eastern Outfitting Co.	1021 Market St.	A	3/3
3704	1	Penny's (Hale Bros.)	S/W 5th & Market Sts.	A	4/4
				A	4/4
3704	68	Hale Bros. Dept. Store (Walgreen's)	979 Market St.	A	-
3704	69	Wilson Bldg.	973 Market St.	A	2/3
3704	71	Empress (St. Francis) Theater	949 Market St.	B	-
3704	72	Morrison's	943 Market St.	-	2/3
3705	1	Pacific Bldg.	821 Market St.	A	4/4
3605	37	Commercial Bldg.	825 Market St.	B	-
3705	42	Lincoln Bldg.	879 Market St.	B	-
3705	43	The Emporium	835 Market St.	A	3/4
3706	1	Central Tower	703 Market St.	B	-
3706	28	Apparel Center Bldg. (U.A. Bldg.)	49 Fourth St.	B	-
3706	48	Humboldt Bank	785 Market St.	A	4/4
3706	61	Carrol & Tilton Bldg. (Schwabacher's)	735 Market St.	B	-
3706	62	Bancroft Bldg.	725 Market St.	B	-
3706	70 ptn	Mercantile Bldg.	700 Mission St.	A	3/4
3707	1	Sante Fe Bldg. (Old West Coast Life)	601 Market St.	B	-
3707	2	Schumacher Bldg.	20 - 2nd St.	B	-
3707	20	Graphics Bldg.	662 Mission St.	-	2/3
3707	29	Breen's	71-77 Third St.	B	-
3707	33	Call Bldg.	74 New Montgomery	A	2/4
3707	35	Sharon Bldg.	55 New Montgomery	A	3/4
3707	44	Palace Garage	111 Stevenson St.	B	-
3707	51	Monadnock Bldg.	681 Market St.	B	2/3
3707	52	Palace Hotel	639 Market St.	B	3/4
3707	55	Hoffman Grill	619 Market St.	B	-
3707	57	Examiner Bldg.	691 market St.	B	2/3
3707	59	Metropolitan Trust (B of A)	625 Market St.	B	-

LANDMARKS

Buildings in C-3 Districts which had
been designated as of August 1, 1982

Block	Lot	Name	Address
227	29	Original US Mint & Sub-Treasury	608 Commercial
228	11	PG&E Old Station J	569 Commercial
237	9	Buich Building	240 California
239	3	Bank of California	400 California
239	12	A. Borel & Co.	440 Montgomery
239	14	Italian American Bank	460 Montgomery
240	14	Jack's Restaurant	615 Sacramento
241	12	Old St. Mary's	660 California
268	6,7&8 (ptn.)	Mills Bldg. & Tower	220 Montgomery 220 Bush
269	3	S. F. Mining Exchante	350 Bush
270	9C	SFFD, Old Station No. 2	466 Bush
286	2	Home Telephone Company	333 Grant
288	27	Hallidie Bldg.	130 Sutter
291	1	Flatiron Building	540-48 Market
294	1	Hammersmith Building	301 Sutter
309	19	V.C. Morris Bldg.	140 Maiden Lane
311	13	Mechanics Institute	57 Post
312	6	Union Trust Branch of Wells Fargo Bank	744 Market
313	8	Savings Union Branch of Securty Pacific National Bank	1 Grant Avenue
316	1A	Geary Theater	415 Geary
328	1	Phelan Building	760-84 Market
329	5	Flood Building	879-98 Market
349	3	Hibernia Bank	1 Jones
351	22	Orpheum Theater	1192 Market St.
3706	68	St. Patrick's Church	756 Mission
3706	70 (ptn.)	Jessie Street Substation	220 Jessie (now vacated)
3707	52 (ptn.)	Garden Court of the Palace Hotel	New Montgomery & Market
3707	55	Hoffman Grill	619 Market
3715	1	Audiffred Bldg.	1-21 Mission
3716	1 (ptn)	Rincon Annex Post Office	Mission at Spear

BLOCK	LOT	NAME	ADDRESS	HERITAGE SURVEY RATING
227	16	Chuy Lung Bazaar	672 Sacramento St	B
227	20	----	600 Kearny St	B
227	21	----	610 Kearny St	B
227	23	----	685 Commercial St	B
227	24	----	681 Commercial St	B
227	29	Original U.S. Mint & Subtreasury Bldg	608 Commercial	A
241	12	Old St. Mary's Church	680 California St	A
241	5	----	654 Grant Av	B
241	18	Nam Kue School	755 Sacramento	B
242	1	Fat Bldg	655 Grant Av	B
242	2	Far East & Shanghai Bazaar	631 Grant Av	B
242	14	Leesmont Apts	790 California St	B
242	17	----	738 Stockton St	B
242	27	Chinese YMCA	855 Sacramento	A
242	29	Chinese Daily Post	809 Sacramento	B
242	55 & 56	Sing Chong Bldg	601 Grant Av	A
257	1	Sing Fat Co	555 Grant Av	A
257	9	M. LaCoste Hotel	614 Pine St	B
257	12	Metropolitan Life Ins Bldg Cogswell College	600 Stockton St	A
258	13	Tai Chong	506 Grant Av	B
270	11	Friedman Hotel	400 Grant Av	A
270	16	Kim Bldg (Peking Bazaar)	450 Grant Av	B
271	1	New Shanghai Low & Hotel Grant Ave	437 Grant Av 455 Grant Av	B B
271	3	----	425 Grant Av	B
271	5	Astoria Hotel	502 Bush St	B
271	12	Notre Dame des Victoire	564 Bush St	A
271	13	Marist Fathers Rectory	566 Bush St	B
271	27	Great Western Power Subst'n & Environmental Center	530 Bush St	B
285	14	Angelus Apts	645 Bush St	B
285	16	Crowley Apts	635 Bush St	B
298	3	Eisenberg Apts	625 Taylor St	B
298	5	Taylor Hotel	515 Taylor St	B
298	6	Alvarado Hotel	600 Post St	B
298	34	Hotel Glenwood	717 Sutter St	B
305	3	----	533 Taylor	B
305	6	Geary/Taylor Hotel Apts	533 Taylor St	B
305	29	Hotel Worth	639 Post St	B
316	10	NBC Bldg - KBHK-TV	420 Taylor St	B
317	1	Bellevue Hotel	501 Geary St	B
317	3	Hotel Californian	403 Taylor St	B
317	5	Eureka Benevolent Society	434 O'Farrell St	B
317	6	Wilson Hotel	438 O'Farrell St	B
317	27	Matthew A. Little Apts	531 Geary St	B
323	6	Mendel Apts	415 Jones St	B
323	7	Windeler Apts	424 Ellis St	B

BLOCK	LOT	NAME	ADDRESS	HERITAGE SURVEY RATING
3701	59	San Francisco Hotel Temporary City Hall	1215 Market St	A
3703	2	Hotel Winsor	20 Sixth St	B
3703	4	Seneca Hotel	32 Sixth St	B
3703	41	U.S. Court of Appeals & Post Office	95 Seventh St	A
3704	11	Old U.S. Mint	88 Fifth St	A
3704	12	Remedial Loan Assn	66 Mint St	B
3704	34	----	54 Mint St	B
3704	50	Hillsdale Hotel	47 Sixth St	B
3705	7	S.F. Bulletin	810 Mission St	B
3705	8	----	816 Mission St	B
3705	12	----	832 Mission St	B
3705	21*	Pickwick Hotel	67 Fifth St	B
3715	7	Army-Navy YMCA	166 The Embarcadero	A
3715	1	Audiffred Bldg	1 Mission St	A
3716	1	Rincon Annex Post Office	55 Mission St	A
3719	1	W. P. Fuller Bldg	301 Mission St	B
3719	8	----	342 Howard St	B
3721	11	Printing Arts & Crafts Bldg	500 Howard St	B
3721	12	California Boiler Works & Bay Bridge Garage	522 Howard St	B
3721	20	----	568 Howard St	B
3721	25	Electrical Bldg	165 Second St	B
3721	50	----	141 Second St	B
3721	71	----	121 Second St	B
3722	3	----	132 Second St	B
3722	6	----	116 Natoma St	B
3722	13	Underwriters Fire Patrol	147 Natoma St	B
3725	87	California Casket Comp	959 Mission St	A
3726	112	----	100 Sixth St	B
3726	111	----	1019 Mission St	B
3727	14	----	1126 Howard St	B
3728	14	Guildoy Cornice Works	1234 Howard St	B
3728	48	----	145 Ninth St	B
3728	89	----	1235 Mission St	A
3728	135	PG&E Substation I	111 Eighth St	B
3729	82	Phillips Hotel	201 Ninth St	B
3730	ptn 61	Coleman Apts	1155 Howard St	B
3731	42	Blindcraft Bldg	1097 Howard St	B
3731	74	----	1049 Howard St	B
3731	94	----	1035 Howard St	B
3732	124	Orlando Hotel	201 Sixth St	B
3733	58	Field-Ernst Envelope Comp	245 Fifth St	B
3735	4	W. A. Palmer Films	611 Howard St	B
3735	5	----		
3735	9	----	608 Filsom St	B
3735	39	----	667 Howard St	B
3735	41	S.F. News Comp	657 Howard St	B
3736	6	Phillips Bldg	234 First St	A

APPENDIX F, PART 2
TRANSFER OF DEVELOPMENT RIGHTS AND
RETENTION AND RESTORATION ALLOWANCES:
PROPOSED PLANNING CODE TEXT

Add new subsections 127(b) and 127(c) as follows:

- (b) Allowance for Transfer of Development Rights. The difference between the basic gross floor area of a lot (the preservation lot) permitted under Section 124 of the Code* and the gross floor area of a significant building (as defined by Sec. 244 of this Code)** on such lot may be transferred to a building or structure on another lot (the development lot), provided that:
- (i) the development on the development lot will not result in the demolition or a substantial alteration (as defined by Sec. 244.2 (b) of this Code)** of another significant building;
 - (ii) the preservation lot and development lot are both in a C-3 zoning district or the preservation lot is in the C-3-O district and the development lot is in Special Development District No. 1 or No. 2,***;
 - (iii) the development on the development lot conforms to the height and bulk limitations applicable to the lot;
 - (iv) the additional square footage will not result in undue crowding of the development lot (the building should maintain reasonable side and rear setbacks from the property line to provide adequate light and air to windows on the development lot and adjacent lots);
 - (v) to the extent such work is deemed necessary by the City Planning Commission, the owner of the preservation lot agrees to restore the facade and interior public areas and to seismically reinforce the building in accordance with the State Historic Building Code;
 - (vi) the owner of the preservation lot agrees to maintain the significant building in restored condition for its reasonable life.

The difference between the gross floor area transferable from the preservation lot and the amount actually transferred to a development lot may be transferred to another development lot or lots at any time within 15 years from the date of recordation of the initial transfer.

(Note: Documentation of the transfer would be covered by

* See p. A-1

*** See p. A-2

** See p. F-17

**** See p. F-24

APPENDIX F. PART 3
DOWNTOWN CONSERVATION DISTRICTS:
PROPOSED PLANNING CODE TEXT

Add a new section 244 as follows:

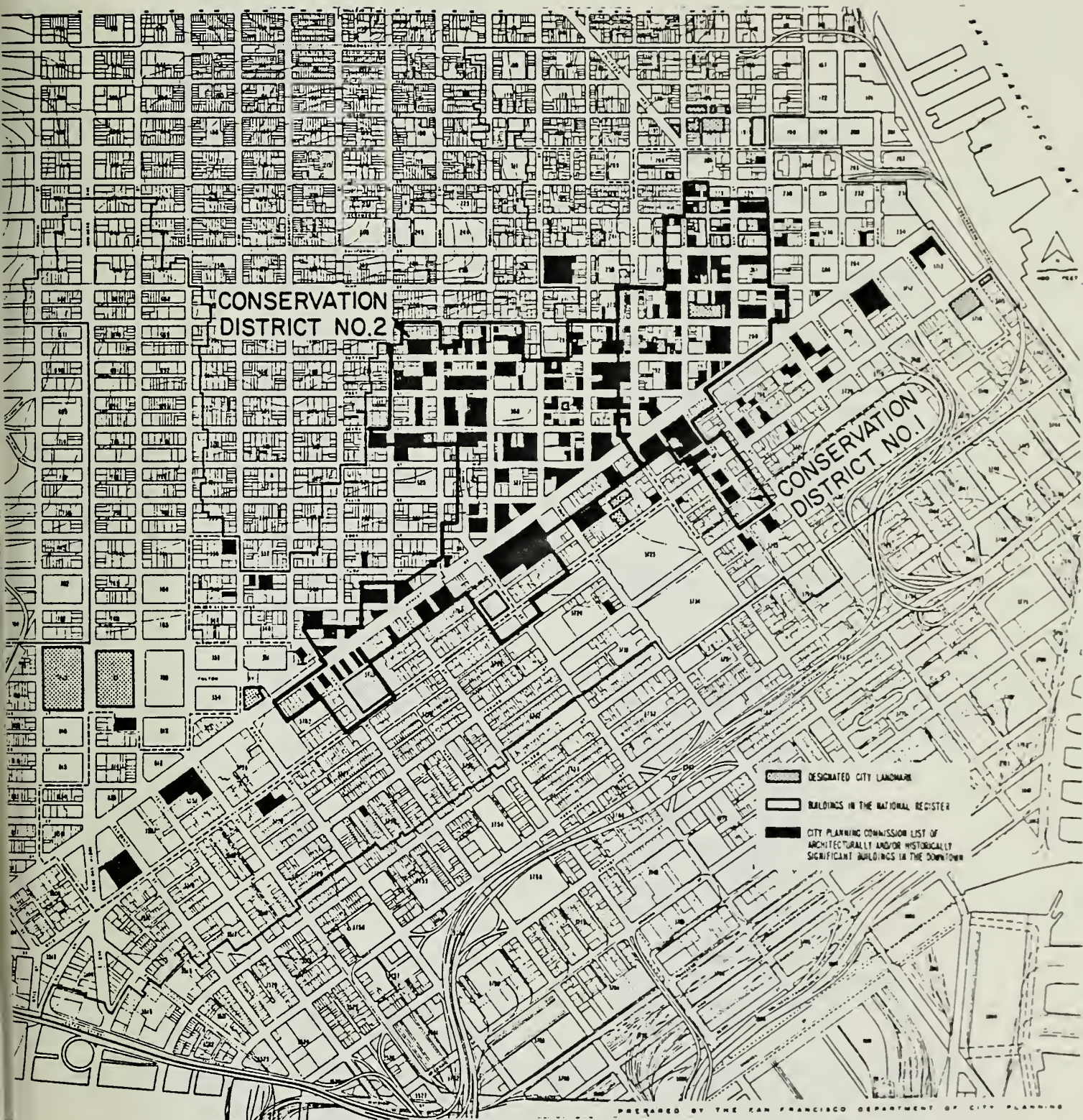
SECTION 244. DOWNTOWN CONSERVATION DISTRICT NO. 1 and No. 2.

There shall be two special use districts to be known as the Downtown Conservation Districts, Numbers 1 and 2, as designated on Sectional Map No. ___ of the Zoning Map. (Note: See Map 3, P. ___ of this report.)

Sec. 244.1. Objectives.

- (a) The objective in establishing Downtown Conservation District No. 1 and No. 2 is to conserve the architectural resources that distinguish the City's downtown financial center and retail area and enhance their attractiveness as a location for businesses activity. The conservation of the area's architectural resources requires the preservation of those buildings, that contribute to the visual richness of the street, the sense of historical continuity and the overall architectural excellence and design unity.
- (b) Additional objectives in establishing Downtown Conservation District No. 2 are to conserve the environmental conditions and unique character that contribute to the continued vitality of the downtown retail area and to achieve a cohesive and effective frame for major plazas and important historical pre-fire governmental buildings in the vicinity of the retail core. The amount of sunlight reaching the street is an important attribute that makes shopping and visiting the area an enjoyable experience. Preventing the erosion of this environmental quality coupled with architectural conservation will help to insure the long term economic health of the central retail area. Further, the effective and appropriate framing of Hallidie Plaza, The Old Mint, United Nations Plaza and the 7th Street Post Office and Courts will contribute to the unique character and attractiveness of the area.

1/ See F-17



ARCHITECTURALLY AND/OR HISTORICALLY
SIGNIFICANT BUILDINGS, DESIGNATED LANDMARKS
AND
DOWNTOWN CONSERVATION DISTRICTS.

APPENDIX F, PART 4
LIST OF CONTRIBUTORY BUILDINGS* IN THE
PROPOSED DOWNTOWN CONSERVATION DISTRICTS

Block No.	Lot No.	Name	Address
267	2	-	77 Battery Street
292	9	Sutter Hotel	171 Sutter Street
315	20A	-	381 Geary Street
3703	1	Deiger Building	1001-1005 Market Street
	58	-	1043-1045 Market Street
	68	Sterling Building	1049 Market Street
	70	-	1035 Market Street
	78	-	1007-1009 Market Street
228	3	-	407-411 Sansome Street
	6	Pacific Gas & Electric Co.	222 Leidesdorff Street
	9	-	558 Sacramento Street
	10	-	560 Sacramento Street
	15	-	527 Montgomery Street
	30	-	565 Clay Street
	31	-	559-561 Clay Street
	32	-	553-557 Clay Street
240	2	Kemper Building	417 Montgomery Street
260	7	Seibach and Deans Building	340-344 Pine Street
	8	Dividend Building	348-354 Pine Street
	9	Phoenix Building	358-360 Pine Street
261	2	R. Stanley Dollar Building	111-141 Battery Street
268	12	Exchange Block	369 Pine Street
	17	Inecon Building	240 Montgomery Street
	18	-	248-250 Montgomery Street
	19	Barneson Building	256 Montgomery Street
269	2	-	334 Bush Street
	2A	-	344 Bush Street
	4	Sam's Grill	364 Bush Street
	5	Shasta Hotel	380 Bush Street
	6	-	429-431 Bush Street
	14	-	28 Beader Street
	15	-	40 Beiden Street
	18	-	52 Beiden Street
	20	-	485 Pine Street
	21	Saroyan Building	471-475 Pine Street
	22	Temple Hotel	469 Pine Street
	24	Duffy's/Graziano's	453 Pine Street

* "Contributory building" means a building rated C in the Heritage Survey which building is part of a cluster of three or more buildings which are either significant buildings (i.e., buildings on the list endorsed by the City Planning Commission) or C rated buildings. "Cluster" means buildings on contiguous lot or lots which would be contiguous if they were not separated solely by a street, which buildings can be viewed at street level as a group.

Block

No.	Lot No.	Name	Address
297	13	Hotel Beresford	635 Sutter Street
306	4	-	400-414 Geary Street
	6	Paisley Hotel	418-432 Geary Street
	7	Somerton Hotel	436-440 Geary Street
	8	-	468 Geary Street
	9	Hotel David	476-480 Geary Street
	11	-	484-486 Geary Street
	12	Maryland Hotel	490-498 Geary Street
	16 & 18	Post-Taylor Garage	569 Post Street
	17	-	593-599 Post Street
	22	Hotel Cecil	545 Post Street
307	6	Rosebud's English Pub	366-374 Geary Street
	7	Hotel Rafael	386 Geary Street
309	3	Granat Bros.	100 Geary Street
	7	-	146 Geary Street
	8	-	152 Geary Street
	9	-	156 Geary Street
	Part of		
	10 & 12	-	177 Maiden Lane
	11	Colson Building	200-212 Stockton Street
	22	Lathrop Building	275 Post Street
310	12	Hotel Greystone	66 Geary Street
	13, 14	Cailleau Building	88 Geary Street
	15	Livingston Bros.	100 Grant Avenue
	16	-	166 Grant Avenue
	17	-	140 Grant Avenue
	24	St. Paul Catholic Book and Film Center	46 Geary Street
311	11	Federal Savings Bldg.	79 Post Street
313	1	Paragon Building	101-111 Geary Street
	2	-	59 Grant Avenue
	4	-	45 Grant Avenue
	5	Fisher Building	39-41 Grant Avenue
	16	-	125-129 Geary Street
314	6	St. Moritz hotel	180-190 O'Farrell Street
	8	Lew Serbin Co./World of Fabric	222 Powell Street
	9	-	226-230 Powell Street
	10	Hotel Stratford	236 Powell Street
	12	St. Paul Building	285-291 Geary Street
	14	Werner Building	251-259 Geary Street
315	2	-	235-245 Powell Street
	3, 6, 7, 8,		
	9	Manx Hotel	201 Powell Street
	4	Howard Building	207-217 Powell Street
	10	Spaulding Hotel	238-242 O'Farrell Street
	17	King George Hotel	334-334 Mason Street
326	2	Hotel Herbert	151-161 Powell Street
	5	The Misses Butler Bldg.	120 Ellis Street
327	2	-	55-59 Stockton Street
	12	Hotel Golden State	100-118 Powell Street
	13	-	120 Powell Street

APPENDIX F: PART 5
SPECIAL DEVELOPMENT DISTRICTS:
PROPOSED PLANNING CODE TEXT

Add a new section 246 as follows:

Sec. 246. Special Development Districts

In order to provide for certain areas to which the unused development potential of lots containing significant buildings as defined in Sec. 244.2(a)* may be redirected, there shall be two special use districts to be known as the Special Development Districts, Numbers 1 and 2, as designated on Sectional Map No. _____ of the Zoning Map.** Development at high densities in these areas is appropriate only if there is a commensurate reduction in the allowable density of development in other downtown areas.

Sec. 246.1. Special Development District No. 1. The following provisions shall apply within Special Development District No. 1:

a) The basic floor area ratio of 6.0 to 1 as shown on Table 1 in Section 124 may be increased to 12.0 to 1 by the transfer from the C-3-0 use district of development rights as authorized by subsection 127(b).

b) If the floor area ratio is increased to the maximum allowed under subsection (a) above it may be further increased using the allowances authorized in Section 126 for the C-3-0 district.

c) The recreation and open space requirements applicable to the C-3-0 district shall apply to that increment of gross floor area which exceeds a floor area ratio of 6.0 to 1.

Section 246.2. Special Development District No. 2. The following provisions shall apply within Special Development District No. 2:

a) If the basic floor area ratio of 8.0 to 1 as shown on Table 1 in Section 124 may be increased to 12.0 to 1 by utilization of the transfer of development rights allowance for the C-3-G district, the floor area ratio may be further increased using the allowances authorized in Section 126 for the C-3-0 district.

b) The recreation and open space requirements applicable to the C-3-0 district shall apply to that increment of gross floor area which exceeds a floor area ration of 8.0 to 1.

* p. F-16

** Map 5, p. 26

APPENDIX H

EXISTING MASTER PLAN POLICIES APPLICABLE TO DOWNTOWN

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- . Impact of increased employment density on existing services and increased pressures on the limited housing supply.

These costs are each addressed in additional policies under this objective.

Assuming these costs are controlled within publically acceptable limits, the city should encourage continued office growth. It should be made clear to existing and future firms wishing to locate downtown that concern over issues of public cost and environmental impact is not merely opposition to further development but a recognition that there are practical limits to that growth which would benefit residents and business alike.

POLICY 2

GUIDE LOCATION OF OFFICE DEVELOPMENT TO MAINTAIN A COMPACT DOWNTOWN CORE SO AS TO MINIMIZE DISPLACEMENT OF OTHER VIABLE USES.

San Francisco has been fortunate to have an extremely well-served, compact downtown office core area which also provides opportunities for growth. The economic scale afforded by the downtown district has played an important role in capturing employment in the finance, insurance, and real estate industries.

The specific site location requirements for this activity are: (1) centrality; (2) accessibility to modes of travel; and (3) agglomeration of a large number of interrelated, functionally supportive establishments; these requirements are met in the downtown office district.

Public benefit resulting from a concentration of uses in the downtown comes not only from the increased viability of the office sector but also from greater ability to service the area with public transit, thus reducing the public and private costs of commuting. Land use controls should continue to encourage growth of professional office space within the downtown office district to insure a compact downtown office area.

The success of the downtown office area depends on a careful interrelationship among functions. Labor-intensive functions such as financial and corporate office uses now occupy the core. More land-extensive activities such as data processing storage and clerical services have utilized peripheral locations generally South of Market. Supporting industrial activities such as wholesalers, printers, and delivery firms are also located outside the core area within the South of Market area. The physical proximity of all these functions should be promoted in order to maintain the cohesiveness and viability of the downtown.

The very strength of the downtown can threaten these economic linkages. Many of the supporting industrial and commercial activities are in areas which will be most likely to see the pressure for greater demand of office space. Public actions should

POLICY 4

PROVIDE ADEQUATE AMENITIES FOR THOSE WHO LIVE, WORK AND USE DOWNTOWN.

Downtown development must be sensitive to the needs and desires of those who live or visit there, as well as work in the financial and corporate activities. The concept of bonusing, whereby more intense development is permitted in return for the inclusion of a variety of amenities such as open space, pedestrian access and spaces, and activity areas for public use, should be extended to insure the development of amenities for downtown residents as well as for the workday population. Land use controls should assume an adequate supply of convenience shopping and eating facilities.

POLICY 5

CONTROL TRAFFIC AND CONGESTION IN THE DOWNTOWN AREA, PARTICULARLY FROM PRIVATE AUTOMOBILES.

Additional economic growth in the financial district will mean more people, automobiles, and delivery trucks entering an already congested core area of the city. Such a trend could have a major impact on the quality of the living and working environment in the area and, in fact, impede the number of economic benefits derived by San Franciscans from local economic growth.

The adverse effects of downtown commuter traffic should be reduced by taking actions that discourage commuting by private automobile. Policies in the Transportation element relating to downtown should be implemented.

It is important that mutually supportive functions be developed in the downtown area. Promoting evening activities is very important to the health of the area. The linkage between functionally supportive land uses such as office development, visitor facilities, housing, and parking should be protected in evaluating new development proposals formulated for the downtown and adjacent districts. These include the South of Market area and Yerba Buena Center, the Embarcadero and Golden Gateway, and areas to the north and west.

POLICY 2

SUPPORT THE CONTINUED STRENGTH OF HIGH QUALITY, SPECIALTY RETAIL SHOPPING FACILITIES IN THE RETAIL CORE.

The downtown retail shopping area has developed into a compact, highly accessible specialty retail center for the Bay Area. The concentration of high quality stores and merchandise allows the retail area to function as a regional, as well as a citywide attraction. The city should promote the further compact development of this area, without endangering the pleasant environmental setting in order to strengthen economically this sensitive specialty retail function.

The amount of retail space allowed in new developments outside the retail core should be controlled to assure that the strength of the core is not depleted by competing retail centers.

POLICY 3

ENCOURAGE SHOPPER ACCESSIBILITY TO THE DOWNTOWN AREA AND PHYSICAL DESIGN AMENITIES AT A PEDESTRIAN SCALE WHICH WILL ENHANCE THE PEDESTRIAN CLIMATE.

The high intensity retail uses found downtown depend on a heavy volume of pedestrian traffic and shopper mobility provided by transit. The downtown area presently enjoys a high degree of accessibility and ease of movement throughout the area. Street frontages at the ground level are almost exclusively devoted to retail and consumer service uses. Downtown retailers should be encouraged to continue to provide attractive show windows, displays and entrances in order to appeal to foot traffic throughout the area. Public improvements should be designed with the pedestrian in mind in order that the downtown area has greater appeal to pedestrians. Attention should be directed to providing a complete range of retail experiences in the downtown area, including appropriately located local artisan displays.

Automobile usage should be discouraged as vehicle congestion inhibits foot traffic within the area. Other physical amenities such as public plazas, lighting, benches, landscaping, and attention to building design are important to the continued appeal to pedestrians within the downtown area.

URBAN DESIGN ELEMENT

POLICIES FOR MAJOR NEW DEVELOPMENT

Visual Harmony

POLICY 1

Promote harmony in the visual relationships and transitions between new and older buildings.

New buildings should be made sympathetic to the scale, form and proportion of older development. This can often be done by repeating existing building lines and surface treatment. Where new buildings reach exceptional height and bulk, large surfaces should be articulated and textured to reduce their apparent size and to reflect the pattern of older buildings.

Although contrasts and juxtapositions at the edges of districts of different scale are sometimes pleasing, the transitions between such districts should generally be gradual in order to make the city's larger pattern visible and avoid overwhelming of the district of smaller scale. In transitions between districts and between properties, especially in areas of high intensity, the lower portions of buildings should be designed to promote easy circulation, good access to transit, good relationships among open spaces, and maximum penetration of sunlight to the ground level.

POLICY 2

Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.

Large buildings are most consistent with the visual unity of the city when they are light in color. The characteristics of San Francisco's climate and the varied effects of sunlight through the day in clear and fog-filled skies make bright but subtle hues a life-giving element in the skyline. Prominent new buildings should reflect this pattern.

Buildings of unusual shape stand out in the skyline. They call attention to themselves and correspondingly reduce the visual significance of other features in the city pattern. Such buildings may also create a jarring disharmony that counteracts the traditional blending of regular rectilinear forms in the San Francisco skyline. Unusual shapes, especially in large buildings, should therefore be reserved for structures of broad public significance such as those providing community-wide services.

The height of new buildings should take into account the guidelines expressed in this Plan. These guidelines are intended to promote the objectives, principles and policies of the Plan, and especially to complement the established city pattern. They weigh and apply many factors affecting building height, recognizing the special nature of each topographic and development situation.

Tall slender buildings should occur on many of the city's hilltops to emphasize the hill form and safeguard views, while buildings of smaller scale should occur at the base of hills and in the valleys between hills. In other cases, especially where the hills are capped by open spaces and where existing hilltop development is low and small-scaled, new buildings should remain low in order to conserve the natural shape of the hill and maintain views to and from the open space. Views along streets and from major roadways should be protected. The heights of buildings should taper down to the shoreline of the Bay and Ocean, following the characteristic pattern and preserving topography and views.

Tall buildings should be clustered downtown and at other centers of activity to promote the efficiency of commerce and avoid unnecessary encroachment upon other areas. Such buildings should also occur at points of high accessibility, such as rapid transit stations in larger commercial areas. In these various commercial centers, building height should taper down toward the edges to provide gradual transitions to other areas.

In residential and smaller commercial areas, tall buildings should occur closest to major centers of employment and community services which themselves produce significant building height, and at locations where height will achieve visual interest consistent with other neighborhood considerations. At outlying and other prominent locations, the point tower form (slender in shape with a high ratio of height to width) should be used in order to avoid interruption of views, casting of extensive shadows or other negative effects. In all cases, the height and character of existing development should be considered.

The guidelines in this Plan express ranges of height that are to be used as an urban design evaluation for the future establishment of specific height limits affecting both public and private buildings. For any given location, urban design considerations indicate the appropriateness of a height coming within the range indicated. The guidelines are not height limits, and do not have the direct effect of regulating construction in the city.

POLICY 6

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

When buildings reach extreme bulk, by exceeding the prevailing height and prevailing horizontal dimensions of existing buildings in the area, especially at prominent and exposed locations, they can

POLICY 8

Discourage accumulation and development of large properties, unless such development is carefully designed with respect to its impact upon the surrounding area and upon the city.

The height and bulk guidelines of this Plan will help to some extent in reducing the negative effects of development on large sites. They will not, however, deal with all the special problems raised or guarantee good quality of design.

Other measures are available and may be necessary. In some cases, ordinary zoning restrictions might be tightened, or rezoning to permit a large development might be deferred in the absence of adequate assurances of compatible development. New standards might be added to require open space in large projects, and floor area ratios might be reduced or made less advantageous for larger sites.

Because government involvement often occurs as larger sites are developed, through marketing of the site itself, through redevelopment powers, through vacation of streets or in some other manner, the government role might be made more restrictive in such involvement.

There is no substitute, however, for early and frequent communication as to the merits and design of a proposed project between the developer and his architects on the one hand and public urban design professionals and interested citizens on the other. Such communication will give an early and more reasoned assessment of the positive and negative effects of the project upon the city and the surrounding area, and will reduce the chances of later delays and controversies. Processes toward these ends should be employed for all major projects in the city.

POLICY 9

Encourage a continuing awareness of the long-term effects of growth upon the physical form of the city.

Development of large properties, by condensing growth and change in certain areas of the city, emphasizes the effects that long-term growth and change can have upon the physical makeup of San Francisco. There is nothing in the nature of cities that will guarantee the continued livability of this or any other city. The citizens of San Francisco have an uncommon awareness that their environment is finite, and that the advantages of greater size and intensity may have ultimate limits.

That awareness is healthy and progressive and should be fostered. It should be given new outlets to help shape the physical form of the city. As in this Urban Design Plan, it can identify the attributes of the city that need to be protected and enhanced. Good planning, supported by an interested public, can channel growth to the right places in the city, build growth around previously established transportation systems and other services, cause other

DOWNTOWN TRANSPORTATION PLAN

OBJECTIVE 1

MAINTAIN THE TYPE AND LEVEL OF TRANSPORTATION FACILITIES AND SERVICES APPROPRIATE TO ENHANCE THE ECONOMIC VITALITY OF THE DOWNTOWN BUSINESS AND SHOPPING DISTRICT.

San Francisco is and will continue to be the regional center for finance, corporate and governmental administration, retailing, entertainment and business services related to these sectors of the economy. The transportation requirements of a downtown dominated by these functions, as opposed to others such as manufacturing, are unique. The proper functioning of downtown is dependent upon compactness of development, strength of internal accessibility, and convenient access to downtown from other parts of the region and the world. The Mass Transit Plan recognizes the latter need by calling for rapid transit between downtown, the airports and areas where employees reside. The Downtown Transportation Plan is concerned primarily with the need for proper circulation within downtown for vehicles and pedestrians and with the organization of transit terminals and parking facilities which form part of the downtown-oriented segments of the transportation system.

The density of daytime population in the downtown and the resulting density of trips calls for movement of people to take place in the most efficient and least space-consuming modes of transportation such as public transit. This in turn calls for the maintenance of downtown as an area in which automobile use is controlled. In addition to improvements in the pedestrian system and the pedestrian environment, every effort must be made to insure that better transit service is provided in order that transit increasingly becomes the mode for work and non-work trips to and within the district. Regional policy and regional transportation funding should recognize San Francisco's unique transportation needs in sustaining its competitive business position as the primary financial and administrative center for the region.

core. These facilities would be designed as replacements for those on-street spaces pre-empted by service or pedestrian needs within the core. Frequent transit service and adequate pedestrian-ways should be provided for the final link of these trips.

Policy 3

Discourage the addition of new long-term parking spaces in and around downtown, limit the amount of new spaces to that which cannot reasonably be accommodated by transit and locate long term parking facilities in areas peripheral to the downtown commercial district.

It is desirable to attract as many work related trips as possible from automobiles to other more efficient and less environmentally disruptive modes of transportation. It is not sufficient that those travelling to work drive their automobiles from home to peripheral parking areas and then take transit or walk to places of employment. Current air quality research indicates that most emissions occur at the start and end of auto trips, making automobile pollution more a function of the number of trips taken than the amount of miles travelled. This is well as considerations of energy and land conservation indicate that the entire work trip should be accommodated on the most efficient modes. It is important therefore to provide additional parking only for those who cannot be accommodated on existing or likely future public transit and to limit the location for such parking to the periphery, near major freeways. A basic premise of the Transportation element is that all additions to the commuter load as a result of the job growth in the city should be accommodated by public transit. To this end the City should seek to limit new long-term parking spaces to that amount which will replace long-term parking eliminated elsewhere in the downtown and the Northeastern Waterfront area by conversion to other uses.

Such new facilities in addition to being governed by the criteria set forth of Objective 1, Policy 1 of the Citywide Parking Plan, should:

Policy 6

Organize and control traffic circulation to reduce congestion in the core caused by through traffic and to channel vehicles into peripheral parking facilities.

Traffic which passes through the downtown core in order to reach other destinations, such as North Beach, the Northern Waterfront, Western Addition, or South of Market should be channeled around the downtown core in order to leave space for pedestrians and vehicles with core destinations. A necessary adjunct to the intercept principle of the downtown parking plan is the control of traffic circulation to provide access to parking facilities and to discourage it beyond them.

Policy 7

Locate drive-in, automobile-oriented quick-stop and other auto-oriented uses on sites outside the office, retail and general commercial districts of downtown.

Drive-in establishments serving customers waiting in motor vehicles and auto-oriented establishments reached primarily by automobile or providing service to automobiles are automobile trip generators. In order to insure that the uses do not aggravate an already congested pedestrian and traffic situation, they should be located away from the most intensely developed downtown areas in locations that do not create conflicts with pedestrian or auto concentrations, designated transit preferential streets or residential units. Therefore, such uses should not be within or directly across the street from those portions of downtown designated for existing and projected office, retail and general commercial uses. However, short-term automotive service providing gasoline appropriately could be made accessory and incidental to the operation of existing or new short-term parking facilities within these areas of downtown, consistent with the criteria of the Citywide Parking Plan.

Policy 1

Provide for sufficient pedestrian movement space.

Where pedestrian volumes in relationship to the needs of other transportation modes so warrant, additional pedestrian capacity can be taken from traffic or parking lanes. At other locations, where appropriate, arcades adjacent to an existing sidewalk may be developed. In areas in which pedestrian volumes are highest, additional parallel through-block pedestrianways may be appropriate where they can provide for convenient links among destinations without encouraging jaywalking. In certain circumstances of high pedestrian volumes and fixed location of some primary destinations, safety considerations may necessitate grade-separated pedestrianways.

Policy 2

Minimize obstructions to through pedestrian movement on sidewalks in the Downtown Core.

Many conveniences and amenities on downtown sidewalks would be easier to enjoy if properly located to avoid conflict with pedestrian movement. Criteria for location of newspaper vending machines, flower stands and other facilities and amenities such as trees, should take into account the need for adequate space for through movement. Government practices, particularly regarding use of sub-sidewalk space for private purposes, should be changed when they conflict with the ability to minimize obstructions.

Policy 3

Provide for sufficient pedestrian space at corners and major transit stops.

The intersections of streets and sidewalks at corners are areas of particular concern for adequate, unobstructed movement and standing space. Where space currently is inadequate to meet pedestrian needs, existing obstructions should be eliminated and/or additional space created.

CLEAR ZONES

Clear zones should be created at corners, extending five feet back from the property lines along each frontage, to facilitate pedestrian movement and to provide for pedestrian reservoir space.

Only items essential to vehicular and pedestrian safety and flow, such as traffic/pedestrian signalization, should be permitted to remain within the clear zones. Mail boxes, police call boxes, fire-pull boxes, newspaper vending machines, pedestrian information signage, etc, should be prohibited. Fire hydrants, street lighting, and other permanent fixtures not required in the clear zone should be removed to locations outside the clear zone when repair or replacement of those items is required, or as funds become available.

SIDEWALK FACILITIES AND AMENITIES

Location of newspaper vending machines should be consolidated outside of corner clear zones on alternate corners, in critical pedestrian flow corridors, or next to a red curb that is not marked as a bus stop.

Flower stands should be relocated, when possible, to corner bulbs or to areas where sidewalks have been widened.

Where flower stands are relocated to corner bulbs, the length of the bulb should be extended to accomodate the stand. These stands should be the only non-essential street furniture allowed within the clear zone and should be placed ten feet back from the property lines at the corner.

Where sidewalk vaults and elevators do not exist, trees should be planted directly in the ground, thus minimizing obstructions to pedestrian flow caused by planter boxes. Where direct in-ground planting is impossible, planter reorganization to building recesses should be undertaken until redevelopment or funding can be made available for removal of sidewalk vaults or sidewalk widening to allow direct in-ground planting.

It is ultimately desirable that intercity commuter buses and rail transit be accommodated at specific terminals, as is the case with the Southern Pacific commuter trains and BART stations. Off-street terminals are required in order to provide adequate back-up

generated by the intended uses, and seek opportunities for new facilities for old buildings.

The City Planning Code provides standards for off-street freight loading facilities

Policy 4

Provide limited loading spaces on the street to meet the need for peak period or short-term small deliveries and essential services, with strict enforcement.

On-street loading and stopping spaces will continue to be required to accommodate peak period and short-term demands for small delivery vehicles and essential services. Strict enforcement to restrict these spaces to the vehicles and time limits for which they are intended is essential. In general, workers performing lengthy deliveries or repairs should be required to use off-street parking facilities for their vehicles.

Policy 5

Prohibit sidewalk elevators and sub-sidewalk vaults in new developments, and seek opportunities to remove existing sidewalk vaults and elevators where possible.

Sidewalk vaults and elevators, especially in areas which have high pedestrian volumes, create safety and congestion problems for pedestrians, by making direct in-ground placement of amenities impractical and by creating obstructions to and interruptions to pedestrian traffic flow. When possible, sidewalk delivery elevators should be replaced by off-street loading facilities or by delivery through normal building entrances. Strict enforcement of government policies regarding the use of, and time limitations for, sidewalk elevators is essential, and these policies should be changed to prohibit such use during periods of peak pedestrian traffic.

CLASSIFICATION OF ELEMENTS

PRIMARY VEHICULAR STREETS: streets functioning as major routes for automobile and truck movements into and out of the downtown area, chiefly to and from the parking belts for automobiles.

TRANSIT PREFERENTIAL STREETS (TPS): important streets for transit operations where interference with transit vehicles by other traffic should be minimized; based on criteria of transit service density, as measured in transit vehicle and/or passengers per hour and/or a traffic interference conflict area. All surface rail operations (cable car, Metro, and streetcars) are designated as TPS because of the different operating characteristics of rail vehicles. In addition, short segments of a few blocks are designated TPS to connect segments for system continuity.

The transit vehicle density is based on all regularly scheduled public transit operations over the street segment, including MUNI, Golden Gate, and SamTrans buses. As transit service levels change, additional street segments may be classified as Transit Preferential Streets.

DOWNTOWN CORE automobile control area: that intensely populated area which functions as a financial, administrative, shopping and entertainment center where priority must be given to the efficient and pleasant movement of business clients, shoppers and visitors; where a continuing effort should be made to improve pedestrian, transit and service vehicle access and circulation; where priority for the use of the limited street and parking space within this core should be available for these functions; and where a continuing effort should be made to reduce the impact of the private commuter vehicle.

PARKING BELTS: areas appropriate for short-term parking facilities to replace spaces removed from the core area; located and designed to intercept vehicles entering downtown from major thoroughfares before they reach the downtown core automobile control area.

3. Pedestrian/Service Streets

Because of service needs, cannot be for exclusive pedestrian use for any period of time, but through design can be made into pleasant pedestrian spaces.

- o pedestrian treatment in pedestrian areas only, or in those portions of the vehicle right-of-way which are not needed for service.

4. Pedestrian-Oriented Streets

Vehicular streets on which design measures to improve mobility and render existing pedestrian space more pleasant and efficient include:

- o removal of obstructions
- o relocation of newspaper vending boxes
- o consolidation of signs, stanchions, etc.
- o sidewalk widening/intersection bulbing
- o restricting vehicles except for transit
- o special treatments of pedestrian crossing, e.g. brick crosswalks
- o turning restrictions at intersections
- o relocation of transit stops
- o introduction of clear zones at street corners
- o tree planting
- o street furniture where appropriate

